# RAILROAD

DECEMBER, 1962 MAGAZINE | 50c

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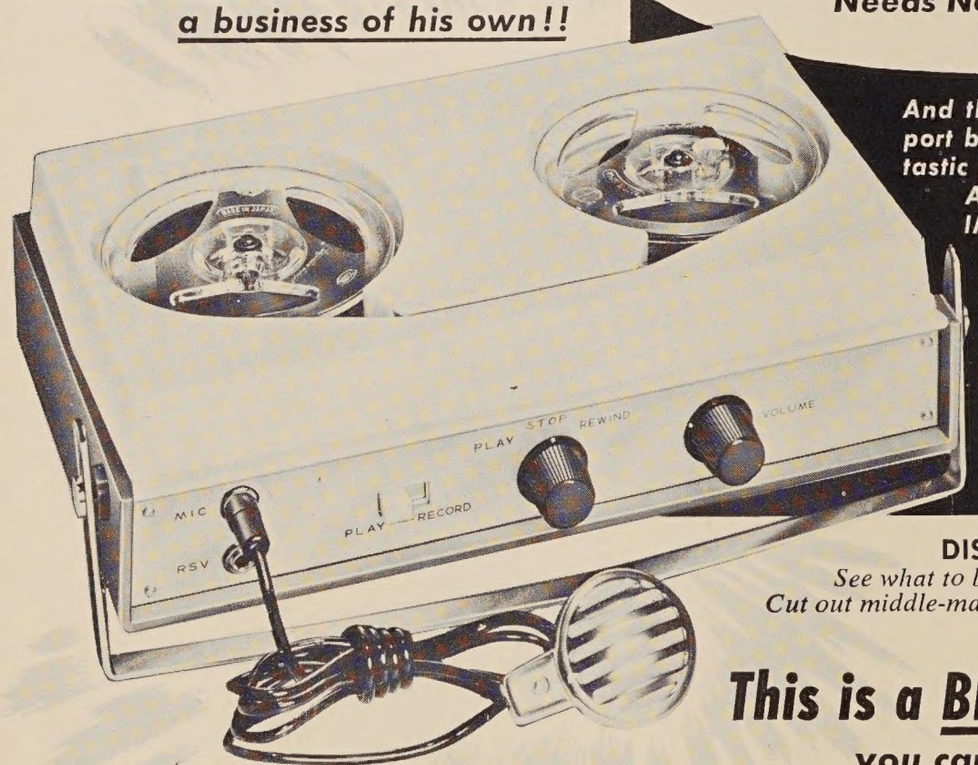


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# RAILROAD MAGAZINE

*THE MAGAZINE OF ADVENTUROUS RAILROADING—FOUNDED 1906*

VOL. 74, NO. 1 DECEMBER, 1962 50 CENTS



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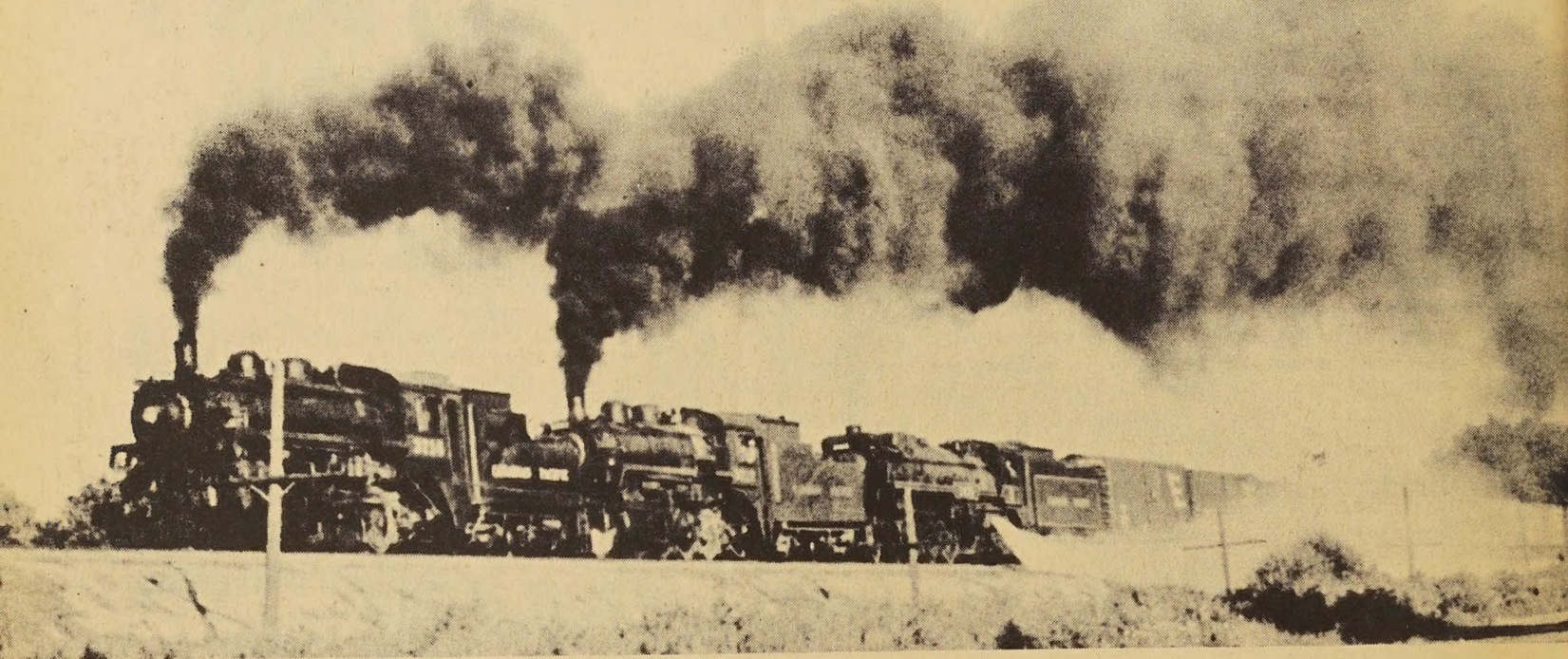
**Tripleheaded Canadian Pacific freight train named *Mae West* climbs hill out of Don Valley, Toronto, with two 2-8-0's, the 3714 and 3727, and Pacific type 2415. (Train is now dieselized.)**

George Lane, 864 Danforth Ave., Toronto 6, Ont., Canada

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Even school children are thrilled by engines at National Museum of Transport.

# Locomotives on Parade

**by DAVID MARSHALL**

SAID the old gentleman: "From the engine yard, on her way out to road service, she moved slowly down the parade track, passing in review before the sharp eyes of the master mechanic."

He was a retired engineer. His words fitted the scene before us now, on a crisp December day, except that here we saw not one but 28 or 30 locomotives, silent and motionless under a thin covering of snow.

"Cold and dead now." He pointed out the one that he himself had run for many years, the Canadian National's 5529. "With a head of steam," he mused, reaching back into the past, "and her air pump sobbing and her deck a-tremble as the water tumbled and churned in her boiler, she was a living thing. People seeing her today could hardly realize how much power she had then, and it was not so many years ago."

In the bluish light of a wintry afternoon those engines make a striking picture. They stand proudly on parallel tracks, on historic rails, on the vary ground where, in 1851, the first railroad track west of the Mississippi was laid.

The place is a St. Louis suburb, Kirkwood, on the "campus" of the National Museum of Transport, a "showcase of transportation." Plans are being made to relocate it on the St. Louis riverfront in a new glass-and-steel structure that may cost $5 million to build. Until then it remains an outdoor fair. Its chief mission is to save fine old engines from the blow-torch.

To tell its story, let's begin with the St. Louis Railway Historical Society. This was made up, in the early 1940's, of the usual crowd of rail buffs. If it differed from any of the two dozen similar societies, that could be traced to geography, for St. Louis is the second largest railroad center in the country. and boasts a Union Station serving more main-line railroads than any other city on earth has.

A St. Louis fan found a 70-year-old horsecar taking up space in a crowded bus garage and obviously headed for destruction. This car, turned over to the society, became an exhibition piece.

*(Continued on page 8)*

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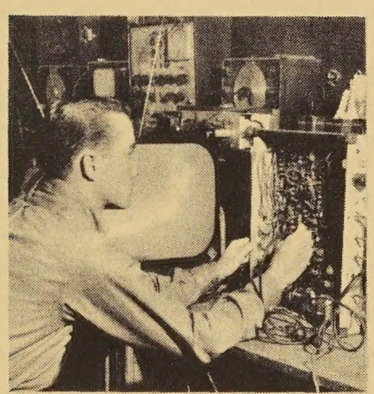

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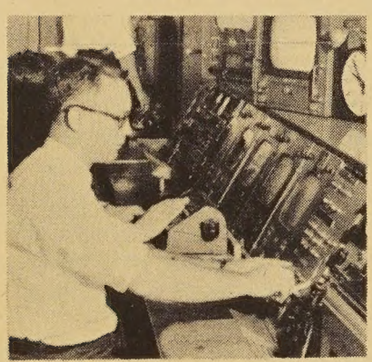

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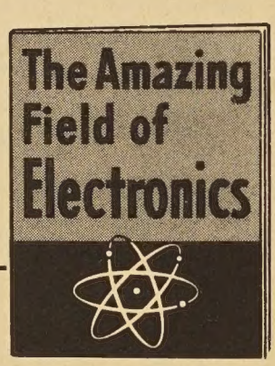


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And then, step by step, the transportation museum was built around it.

In 1945 the museum was incorporated as a non-profit and educational institution. Some of the rail systems serving that area, and even the bus companies, airlines, and a variety of business corporations were persuaded to chip in money for the new venture. Railfans gave their labor free. As the tale of their adventure spread, as excitement piled upon excitement, their number rose by 1951 to a total of 250, roughly half of whom traveled great distances to take part in the fun.

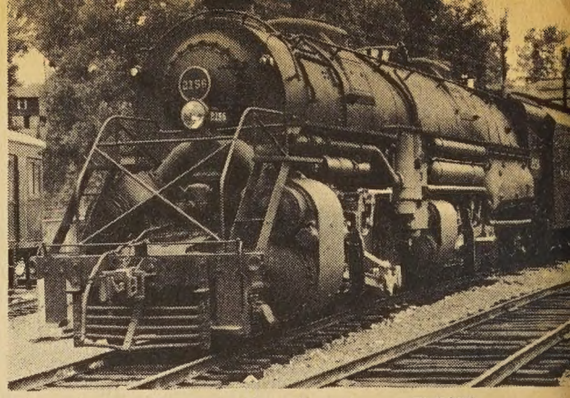
As an exhibition ground, back in 1945, they rented four acres of Missouri Pacific land for a dollar a year. Within five years they had bought 50 adjoining acres, to which they have since added 11 more, so that the museum we are visiting today boasts a total of 65 snow-clad acres. The original four are still its heart. Those acres lie alongside the MP main line that runs to Kansis City and beyond. They comprise part of the right-of-way of the Pacific Railroad of Missouri and include the first two railroad tunnels west of the Mississippi.

The horsecar, the tunnels, and a few hundred feet of the original track, with its British-rolled pear-head iron rails, were at first the only things the museum had to show. But as donations poured in, one tunnel was wired for light and converted into a repair shop. In 1951 a notable contribution of three steam locomotives came from Purdue University. Among them are the Chicago & North Western's No. 5, a 4-4-0 wood-burner (Baldwin, 1873), and the Baltimore & Ohio's 173, a modified Ross Winans camelback ten-wheeler (Hayes, 1873). Both helped to make history.

As we faced the 173 in the snow, the old hogger said: "Her boiler is bob-tailed above the crownsheet and her firebox is very low and she had no deck. Her fireman stood on the tender below the canopy."

Third big item in the Purdue Collection is an Eddy "clock," built for the Boston & Albany in 1876, and said to be the sole surviving example of Wilson Eddy's famous work. Eddy introduced precision to American locomotive practice. No loose bars. Everywhere the snuggest fit possible, and thus silent operation — except, of course, for the exhaust. His engines were called clocks because they ran with the quiet smoothness of a timepiece.

More recently, the museum acquired a Lackawanna 4-4-0, No. 952, which is a Mother Hubbard type with a



**A compound articulated giant, N&W No. 2156, at the St. Louis museum.**

Wootten firebox, dating back to the early 1890's. She had already arrived at a scrap-yard and was being dismantled when the Railway & Locomotive Historical Society got hold of her, rebuilt the old girl, and displayed her at the New York World's Fair in 1939.

Of roughly the same vintage are the North Western's 1015, an Atlantic type, and a St. Louis, Iron Mountain & Southern ten-wheeler, No. 635, built in 1900 and 1889 respectively. Those two figured in the high romance of railroading when steam was in its glory.

"In 1951," our guide said, "the museum had only nine engines. Seven years later it had 19. And two years after that, 27, including an electric locomotive and the B&O's No. 50, the country's first standard, main-line, diesel. About that time a Forney, originally on Chicago's Lake Street Elevated, was retrieved from Mexico, where she had been working an industrial job. Then came the big brutes.

The "big brutes" weigh from 425 to 600 tons. They include the Chesapeake & Ohio's 2727, a Kanawha type; a Norfolk & Western Mallet, No. 2156; and the Union Pacific's last articulated 4-8-8-4, a monster 132 feet long and said to be the largest steam locomotive ever built. The latter is one of a herd of 25 outshopped by Alco in 1941 and '44. Each developed 6,290 horsepower.

"With such stuff to look after," the hogger said, "and the number of visitors approaching half a million a year, something had to be done. So today a full-time carpenter is on the payroll, and a variety of specialists are hired from time to time to restore the exhibits."

The National Museum of Transport is open to the public every day. It is run by a trained professional staff and has a library of 6,000 books. Besides the locomotives, it exhibits 30-odd pieces of rolling stock ranging from horsecars, trolleys, and railroad cars to buses. But most dramatic are the old iron horses on their last parade. ●

*Don Bolander says: "Now you can learn to speak and write like a college graduate."*

# Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

### BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

**Question** *What is so important about a person's ability to speak and write?*

**Answer** People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

**Question** *What do you mean by a "command of English"?*

**Answer** A command of English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation – also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

**Question** *But isn't it necessary for a person to go to school in order to gain a command of good English?*

**Answer** No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

**Question** *Is this something new?*

**Answer** Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

**Question** *Does it really work?*

**Answer** Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

**Question** *Who are some of these people?*

**Answer** Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

**Question** *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

**Answer** In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

**Question** *How may a person find out more about the Career Institute Method?*

**Answer** I will gladly mail a free 32-page booklet to anyone who is interested.

### MAIL COUPON FOR FREE BOOKLET

*If you would like a free copy of the 32-page booklet,* How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send the coupon or a post card today. The booklet will be mailed to you promptly.*

**DON BOLANDER,** Career Institute, Dept. 301K , 30 East Adams, Chicago 3, Ill.

Please mail me a free copy of your 32-page booklet.

NAME_____

STREET_____

CITY_____ ZONE_____ STATE_____

**Relics of Southern Pacific's old narrow-gage line at Laws, Calif.: a gallows turntable, a water tower, an oil tank, and part of a wooden combination car.** Photographed two years ago by Ron Morse, 1726 M St., National City, Calif.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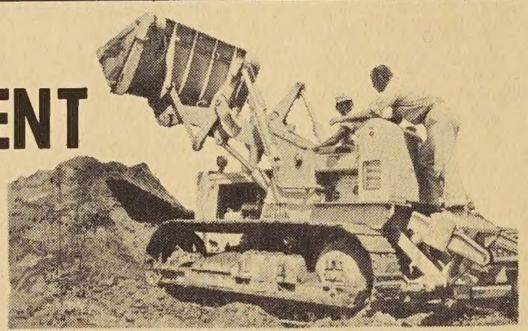

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# MAIL CAR

*Railroaders and Fans Sit in With the Editorial Crew*

OUR cover shows Canadian National's 5529, a Pacific built by Montreal Locomotive Works in 1906, the year *Railroad Magazine* was born, and at the rear (left) Norfolk & Western's 2156, a 2-8-8-2 Compound (Roanoke shops, 1942), and the Frisco's 1522, a 4-8-2 (Baldwin, '28). (see page 6.)

Jack Zehrt

"It typifies the limbo of lost steamers," says the photographer, Jack Zehrt, 4211 Flora Place, St. Louis, Mo. For 13 years Jack was a staff cameraman on the *St. Louis Globe-Democrat,* resigning in 1955 to become a full-time free lance specializing in color shots for calendars, magazine illustrations, and albums. His enthusiasm for rail subjects is due partly to his father-in-law, Leo Triboulet, now retired from over 50 years on the Wabash in various jobs. ●

WHO can supply details on the Hannibal & St. Joseph train wreck of Jan. 1864, caused by a broken rail at Stewartsville, Mo.? Over 200 passengers were injured, including Mr. and Mrs. Bryant J. Burcell and daughter Emily, age 12.

"A rail ran up through the floor of the coach in which they were seated," writes Charles E. Herriman (age 91), 320 S. Elmwood Ave., Kansas City 24, Mo. "Emily was taken to St. Joseph Hospital with a broken collar-bone. She later became my mother. My future grandfather walked all the way to St. Joseph with a message from the conductor for the agent there, and the railroad paid him $10." ●

*ORIENT EXPRESS* article by Freeman Hubbard (Oct. '62) reminded Fernando Milan of his own disillusioning trip on that train last April.

"At Istanbul," he writes, "I tried to buy a first-class compartment on the *Direct-Orient,* as it was called then, but had to settle for a sleeper to Belgrade, as there were only four first-class compartments on the through run from Istanbul to Paris and all had been taken weeks in advance. The train leaves the former Turkish capital twice a week on Tuesdays and Fridays, supposedly at 11:30 p.m.; but on Friday, April 7, when I went to the station about 10:30 p.m., no train was in sight!

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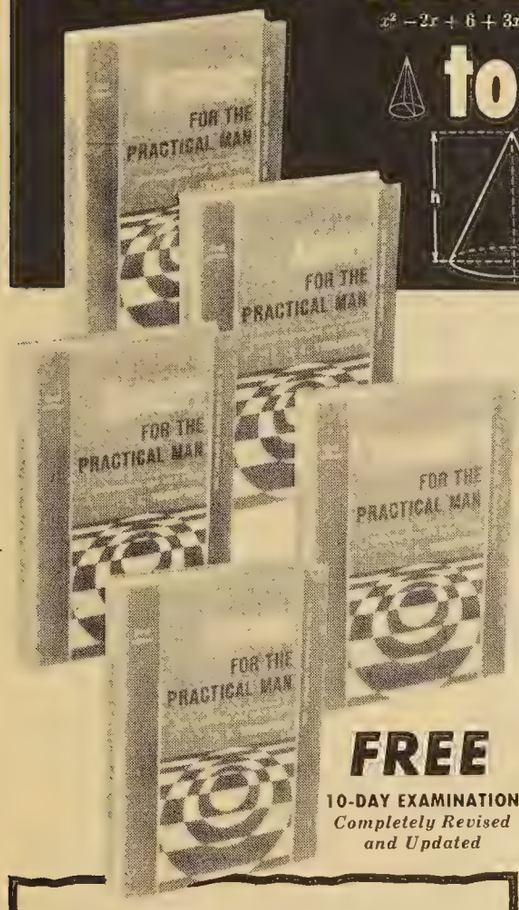
## and "write your own ticket" to a higher-paying job

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Please send me FREE assignment and High School book.

Name.....Age.....

Street.....

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"I could not find anyone who spoke English—and I don't understand Turkish—but I gathered from certain words and gestures that the *Direct Orient* would show up soon. Sheltering myself from a drizzling rain, I waited. The train was set out at 11:10. It consisted of a steam locomotive that looked like a museum piece of the 1880's and two Wagons-Lit cars, first and second class respectively.

"A peanut whistle piped and we were off. I was hungry. There was no dining car, no bar, not even a news butcher. That night I slept fitfully as we rumbled along at about 40 miles per hour. Saturday morning I was famished. The porter, who spoke some English, said a diner would be attached Sunday morning in Belgrade. All day Saturday I kept hoping we'd stop at a station which sold food, but we didn't. At length a Turkish lady passenger generously shared her own lunch with me.

"On the run to Belgrade the track was in bad shape and undergoing repairs here and there. Our steam engines were ancient and poorly cared for. But at Belgrade we were given a good electric locomotive, a diner, and two or three sleepers. A new porter let me have a just-vacated compartment for a price, but failed to give me a receipt, which led to complications when porters were changed again at Trieste. There and in Venice and Milan we picked up more sleepers.

"After leaving Trieste we made between 80 and 100 mph, arriving in Paris with 22 or 23 cars at the Gare de Lyon (pictured on *Railroad's* June cover). But as your October article states, the former *Orient Express* has lost its glamour. The immigration, customs, health, and money inspectors who boarded our train behind the Iron Curtain were rude and noisy, pounding on my door at all hours of night.

"At Paris I took the *Golden Arrow* to London, then the *Royal Scot* to Glasgow, two planes to Mexico City, and finally returned by National Railways of Mexico to my San Diego home (2802 Kalmia Place)."

PERSONALITIES. We challenge anyone to match this record. E. A. Shafer, 17 N. 3rd St., Sunbury, Pa., went to work as a Pennsy trackman April 22, 1909, at Lykens, Pa. Six months later he transferred to train service out of Sunbury. Although Shafer was only 17, he made no student trip. They called him for a run the day he was examined, Oct. 21st, and paid him for a round trip to Harrisburg.

A former gandy dancer, Anthony J. Celebrezze, is the new Secretary of Health, Education and Welfare in President Kennedy's cabinet. His father was a Wheeling & Lake Erie track laborer and Tony began working for the same road at age 14.

Mrs. Emma Bragg Folsom of Skowhegan, Maine, has a relic of the Bussey Bridge disaster on the old Boston & Providence, Dedham Branch, in March, 1881, which killed 26 persons and injured 100. It is fragment of one car on which the above facts were lettered by her father, who saw the wreck.

Wanted by Bernard Carman, Union College, Schenectady 8, N. Y., photos, info, and reminiscences for a Hoosac Tunnel & Wilmington history he is writing. Especially pix and recollections of HT&W excursions. (Editor's note: Sept. '62 *Trains* magazine carried a good article on this road.)

"I began reading your magazine in 1910 when I was ten years old," writes G. Gay, 710 Highland Ave., Seattle, Wash., "and believe I have read every issue since then. I worked on several roads as telegrapher, fireman, brakeman, and hogger, and am now a Canadian Pacific ship-loader."

Rev. Paul Griffith of Brewster, O., is both a Nickel Plate road brakeman and pastor of the Church of God in Harmon, located just a few yards from the main track on which he works.

D. L. Forman, promoted to locomotive engineer on the Indianapolis Division of the New York Central, made his first run as hogger not on his own division but on the Sandusky Division. "I'll bet that sort of thing doesn't happen often," comments S. E. Herring, NYC clerk to road foreman, 932 N. Main St., Bellefontaine, O.

PUTNAM DIVISION. "My father, Fred A. Arone, hired out at age 16 as a New York Central station helper in 1916," writes Fred N. Arone, 377 Ashford Ave., Dobbs Ferry, N.Y. "He served a grueling apprenticeship at Dunwoodie, on the Putnam Division, working 12 hours a day, 7 days a weeks, with no pay except a train pass. Two years later he became an operator.

"A boomer op named John Albrey broke his wooden leg en route to report for the second trick at Ardsley. Dad and a freight crew patched it up well enough for him to work. Another roving telegrapher vanished one day, leaving the Ardsley office wide open. Next day he turned up in jail. He'd been too drunk to recall what happened. Dad covered his Ardsley trick. A third boomer op whom my father knew made a practice of carrying a trunk equipped with eating utensils and slept in the rear of Ardsley depot.

"Today the 'Old Put' has been shorn

**(Continued on page 36)**

A number of one-man mail order enterprises are paying their owner an income of $40,000 to $50,000.

# SPECIAL OPPORTUNITIES

Mail order is big business. Annual catalog sales volume of Sears, Roebuck and Co. is over 700 million dollars.

## HOW TO START

# Your Own Mail Order Business

### By Robert Stevenson

**You can make a fortune by mail. New firms will set you up in a fabulous mail order business of your own! They'll make up your catalogs, prepare your advertising, supply mailing lists and even ship your products for you!**

When Anthony Sambati injured his back and was laid off from work he never dreamed it would be a blessing in disguise. Bedridden for weeks, he decided to start a small mail order business. This was something he could run right from his own home and required very little capital to begin. In fact, Sambati started with less than $85.00.

He figured that a small mail order business might

**After a short time in mail order, Sambati soon had a beautiful home with all the luxuries of a successful businessman.**

provide a temporary income to support his family until he got back on his feet. His first step was to obtain a franchise from a large wholesale mail order firm which supplied him with all the necessary catalogs and mailing literature. It wasn't long until his spare-time venture blossomed into a booming enterprise. Drawing a small salary and pouring the rest of the profits back into the business, he soon had others working for him! Today he owns a large retail store, his own warehouse and a beautiful home with all the luxuries of a successful businessman.

Sambati's story is typical of a number of men and women who began a small mail order business with absolutely no previous experience, and made a huge success of it. These 'little' people are quietly pocketing big profits every day—many content to keep the business small . . . spending an hour or two each day in the privacy of their own home. No bosses, time clocks or small pay envelopes. No door to door selling, in fact, you never even meet your customers face to face.

Yes, a small one-man mail order business is ideal for anyone wanting a chance to gain financial security and independence. Yet thousands try mail order each year and fail, simply because they don't learn the few simple secrets of success early in the game.

Take the case of Bud Sheer who had been working for a theatre in a small New Jersey town. With only a few hours spare-time to spend each morning, he tried mail order to supplement his regular income. Like many beginners in this field, Sheer was faced with the problem of finding good mail order items which would have a high mark-up and repeat sales potential. But the biggest obstacle was the expense of printing a catalog.

Then he heard about the A. J. Statile Co. of Hillsdale, New Jersey—an organization set up to aid the small mail order beginner.

He wrote to A. J. Statile Co. for full information, sent in his application for a franchise and within a short time the cash began rolling in. Today Bud Sheer *owns* the theatre he once worked for. Sheer attributes his success in mail order to the A. J. Statile Co. Actually, the theatre he owns has become a side investment. He still uses the beautiful 300 page mail order catalogs supplied by A. J. Statile Co.

How does the Statile Co. help the beginner get a sound start in mail order? Very simply. Just as Henry Ford made automobiles within the reach of the general public—by mass production and large volume.

Let's take a few specific examples:

(1) All franchised dealers of A. J. Statile are offered ready to mail catalogs and sales literature. Each mailing piece has the dealer's name and address printed right on it. By printing millions of catalogs, Statile is able to offer these at a fraction of their regular cost. The artwork and layout costs for these catalogs would run into thousands of dollars for the beginner if he were starting from 'scratch'.

(2) Since all mailing material and catalogs contain your name and address, all orders come directly to you. Yet you don't have to invest one penny in inventory. All merchandise is stocked for you. In fact Statile has over $3 million dollars worth of mail order merchandise at your disposal.

(3) All packaging and shipping is done for you. You simply send a shipping label to Statile together with the wholesale cost of the items, and the merchandise is shipped directly to your customers under your own shipping label.

(4) A consultation service is provided to answer any questions you may have. You receive a secret list of over 100 national magazines which run free ads. You'll be shown how to obtain free publicity on your own mail order items. In addition, you obtain trade names and addresses of over 150 other mail order wholesalers who drop-ship top mail order items for you. You'll also be given all the government laws and regulations pertaining to a home operated mail order business. These laws are a 'must' for all beginners.

All this valuable information is covered in the Statile Mail Order Survey which every new franchised dealer receives from Statile before they begin. Formerly sold for $25.00, this survey has become the 'bible' of the trade. Mr. J. M. of Baltimore, Md., writes, "To tell the truth, all the information in regard to obtaining free ads is alone worth the $25.00 I paid you . . ." J. D. of Kalamazoo, Mich., states, "Just a personal note to say I am most satisfied with my $25.00 investment. Your sales plan is simple and well organized . . ." These are only a few of the many testimonials received praising the Statile Mail Order Survey.

(5) The catalogs and mailing literature offered by Statile Co. cover every conceivable mail order item. You select the field you are interested in . . . BABY ITEMS, TOYS, APPLIANCES, VITAMINS, BOOKLETS AND MAIL ORDER COURSES, you name it,

**The thrill of receiving money in your morning mail is one you'll never tire of.**

Statile has the catalog or mailing piece. Select your market, order your mailing literature and you're in business.

(6) You'll be told how to compile your own mailing lists—and this is the most important part of your business. Many a beginner has fallen by the wayside simply because he mails his catalogs to a poor list of names. Suppose, for example you offered a beautiful scale model of a 40′ Chris-Craft cabin cruiser by mail. You would probably make your mailings to boating enthusiasts and the chances are that nine times out of ten your mailings would show a loss instead of a profit. How would Statile help you solve this particular mailing list problem? He would show you where to get the names and addresses of *actual owners* of 40 foot Chris-Craft cabin cruisers! Surely every owner would like to have a scale model of his own boat. Strange as it may seem, such a mailing list is available to anyone. The secret is where to find it. This is just one example of how an experienced mail order expert giving you personal advice, may mean the difference between success and failure!

This same method of obtaining selective specialized mailing lists may be applied to practically any market . . . selling baby items to new mothers, selling toys to young children, etc., etc.

So much for starting your own mail order business. Now, a word of caution. OBTAIN YOUR MAIL ORDER FRANCHISE FROM A REPUTABLE MAIL ORDER FIRM. Unfortunately, during the past few years a number of ads have appeared in newspapers and magazines offering to start people in mail order. The ads are grossly misleading. Many imply that you can become a millionaire over night if you use their catalogs. Beware! Particularly if they operate their own mail order business direct to the consumer. These firms compete with their own franchised dealers! They could just as well mail all the catalogs themselves. They don't need you.

Other shady firms fail to drop-ship your orders promptly, thereby losing customers for you. In mail order, prompt shipment is an absolute requirement for a successful operation.

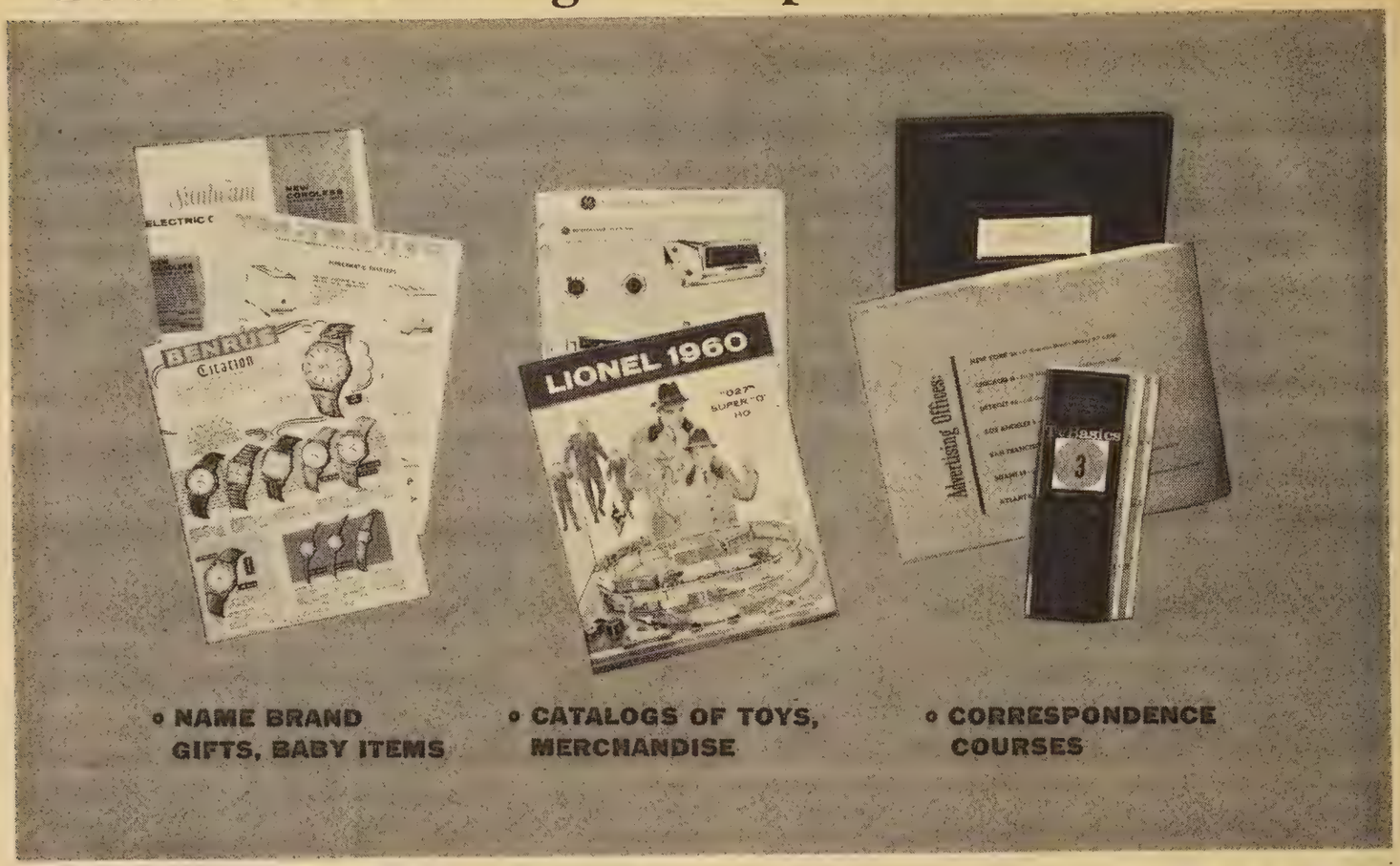
Deal only with firms whose business is preparing catalogs and shipping merchandise. They operate on a strict wholesale basis for franchised dealers exclusively. Such a firm is the A. J. Statile Co. Letters from successful franchised mail order dealers speak for themselves. A woman from Milwaukee writes, "It has been better than my expectations." A gentleman from California states "we are quite pleased with the response we are receiving". Another man from Wisconsin writes, "To say the least, I am more than satisfied."

Yes, a small mail order business offers you an opportunity to earn a second income, or—if you work at it in earnest, a chance to strike it rich. The young housewife in St. Louis may be content to make an extra $20.00 a week . . . the office worker in Los Angeles may be aiming for $150.00 weekly full time business . . . and the ambitious schoolteacher in Newark may reach $20,000 a year. What is your objective? Set your own goal, pick your own hours, and the sky is the limit.

Even a government report stated that a number of the most successful one-man mail order enterprises make as high as $40,000 to $50,000 a year! But frankly, this is the exception rather than the rule. Most mail order operators are content to earn a comfortable living doing little physical work, but enjoying their work thoroughly! We don't say you'll be a mail order millionaire or another Sears & Roebuck, but if you're looking for a busines of your own with financial security, the answer is mail order. If you've already tried mail

**Big firms will carry all stock for you. They ship orders direct to your customers using your own labels.**

# Your Own Catalogs of Top Mail Order Items!




**A. J. Statile Co. will prepare your catalogs, write your sales letters, supply mailing lists and even ship merchandise for you, using your own shipping labels.**

order with little or no success, don't give up! Try to analyze what went wrong. Success comes only to those who keep trying and learn from their own mistakes. Again we emphasize, deal only with a reputable firm.

The A. J. Statile Co. has been in business for over twelve years. They gladly furnish bank or trade references upon request. They are probably one of the largest mail order wholesalers in the country. Whether it be toys, gifts, vitamins or appliances—they've got it ready to ship under your label WITHIN 24 HOURS!

Firmly convinced that no other business offers the tremendous opportunities of mail order, A. J. Statile, president of the firm, is an outspoken advocate of the man or woman who wants to start in business for himself. As Statile puts it, "by all means, start your own business and start NOW! If you want a chance at security and financial independence make your choice mail order. There's nothing like it. Absolutely nothing!"

**MAIL COUPON BELOW — NO OBLIGATION**

**A. J. Statile Co., Dept. AM-12 • Hillsdale 12, N. J.**

Dear Mr. Statile:

Please send me complete FREE details telling me how I may obtain a franchised mail order dealership with your firm. I understand I am under no obligation and no salesman will call on me.

NAME ..... AGE ..... SEX .....

ADDRESS .....

CITY ..... ZONE ..... STATE .....

PREVIOUS EXPERIENCE, IF ANY .....



*Advertisement*

# Photos of the Month

**The bottom of Union Station at Tacoma, Washington—old, ornate, and weather-beaten—cuts a jagged pattern across the sky.**
Bart Gregg, 1371 31st Ave., San Francisco, Calif.

**British Railways has some full-time employees as young as sixteen. For example, Miss Jerry Badland, an enquiry clerk at Coventry station, who handle phone calls for information on trains and so on. This hazel-eyed blonde lives at 27 Hill Road, Kevesley End, Warwickshire, England, and enjoys travel, sketching, dressmaking, and collecting pop records. She wants to hear from other teen-age girls who can tell her about North America's railways.**
British Railways, London Midland Region

Savas Stavropoulos, 88-46 Chevy Chase St., Jamaica, N.Y.
**Six years ago: an old Canadian National ten-wheeler, No. 1532, waits patiently on a siding while Pacific type No. 1506 pulls a one-car train into Palmerston, Ontario.**

# SEVEN CARS PAINTED BLACK

by Freeman Hubbard

**Abraham Lincoln, with bodyguards, completed a 12-day rail trip in 1861 when B&O train pulled into Washington for his first inaugural. Four years later another special train (shown at West Philadelphia on the PRR) took his body back to Springfield, Illinois, over virtually the same route in 13 days.**
Baltimore & Ohio Railroad

COLD RAIN spattered the low brick depot of the Great Western Railway at Springfield, Illinois, and the two-car special train that waited there February 11, 1861. Wood-smoke from the Hinkley eight-wheeler *L. M. Wiley* swirled above the day coach and baggage car, both of them wooden and painted yellow. The hogger, Ed Fralick, leaned out the cab window beside his fireman, Ben Gordon. A tall gaunt man wearing a shawl and a stovepipe hat addressed the neighbors gathered to see him off.

"I now leave," he told them, "not knowing when, or whether ever, I may return."

At 7:55 a.m. he boarded the coach with his oldest son, Robert, leaving behind his wife and two other sons, Willie and Tad. They would join him later in Washington. He had leased his Springfield home to Lucian Tilton, president of the Great Western, and sold his horse, Old Bob. Fralick yanked the whistle cord and opened the throttle. The great driving wheels turned. Abraham Lincoln was on his way to be sworn in as sixteenth President of the United States.

With him were bodyguards, political associates, railway officials, and newspaper men. The journey of 1900 miles lasted 12 days. It took him over 22 railroads, with many changes of trains, through seven states and the District of Columbia, 12 major cities, and hundreds of towns. Today, a train could be routed over *one* road (the Baltimore & Ohio) from Springfield to Washington in less than 18 hours. No such route existed in 1861.

Besides, the President-elect made a few detours and stopped overnight in ten cities: Indianapolis, Cincinnati, Columbus, Pittsburgh, Cleveland, Buffalo, Albany, New York, Philadelphia, and Harrisburg. Along the way he addressed four state legislatures and numerous public meetings, for there was much to be said. Seven states had left the Union and set up their own federal government, and four more were about to join them. War was inevitable. . .

One place where Lincoln spoke was Jersey City. The occasion was doubly historic. Some of his hearers had come into town by excursion train from nearby communities in the first iron car ever built—the La Mothe Patent Iron Passenger Car, predecessor of the modern steel coach. The same conveyance and others like it brought some of the same people into Jersey City four years later to see the Lincoln funeral train.

Meanwhile, a more important car, armor-plated and bearing the great seal of the President of the United States, had been built in the Military Railroad shops at Alexandria, Virginia, for the Chief Executive. Arrangements were made for him to try it out April 15, 1865. But on the night of the 14th Mr. Lincoln went to a show at Ford's Theater. Next morning, a rainy morning, the tall gaunt man lay dead in a little house across the street from the theater. A young soldier had given up his room hurriedly to the stricken Commander-in-Chief.

At Mrs. Lincoln's request, the body was returned to Springfield for burial—in the new armor-plated car—after being embalmed with extra care for the long tour. The same car bore the remains of their 12-year-old son Willie, dead three years, which had been kept in a Washington cemetery vault until the family could take the small coffin back home with them when they left the

Pennsylvania Railroad

Hudson River Railroad.

SPECIAL TIME TABLE

FOR

# Funeral Train

OF OUR LATE PRESIDENT,

## ABRAHAM LINCOLN,

On Tuesday, April 25th, 1865.

| | | |
|---|---|---|
| Leave New-York, (29th Street) | 4.00 | P. M. |
| " Manhattan | 4.20 | " |
| " Yonkers | 4.45 | " |
| " Dobbs' Ferry | 5.00 | " |
| " Irvington | 5.07 | " |
| " Tarrytown | 5.15 | " |
| " Sing Sing | 5.30 | " |
| Arrive PEEKSKILL | 5.57 | " |
| Leave PEEKSKILL | 6.00 | " |
| " Garrison's | 6.26 | " |
| " Cold Spring | 6.33 | " |
| " Fishkill | 6.50 | " |
| " New Hamburgh | 7.06 | " |
| Arrive PO'KEEPSIE | 7.25 | " |
| Leave PO'KEEPSIE | 7.40 | " |
| " Hyde Park | 7.56 | " |
| " Staatsburgh | 8.08 | " |
| " Rhinebeck | 8.24 | " |
| " Barrytown | 8.40 | " |
| " Tivoli | 8.52 | " |
| " Germantown | 9.10 | " |
| " Catskill | 9.27 | " |
| Arrive HUDSON | 9.38 | " |
| Leave HUDSON | 9.41 | " |
| " Stockport | 9.52 | " |
| " Coxsackie | 10.00 | " |
| " Stuyvesant | 10.07 | " |
| " Schodack | 10.26 | " |
| " Castleton | 10.35 | " |
| Arrive EAST ALBANY | 10.55 | " |

**Hudson River RR., which issued this schedule, is now New York Central.**
New York Central Lines

White House on Pennsylvania Avenue.

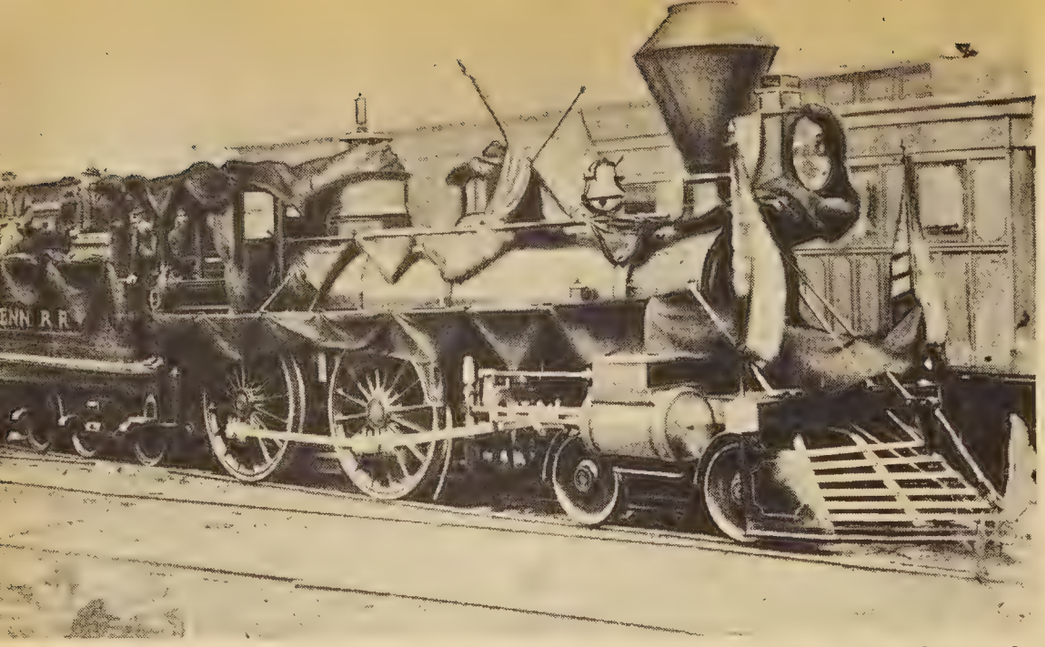
The entire train was draped in mourning, especially the second car from the rear, the catafalque car, with its 12 windows framed by crepe rosettes. A sentry wearing a black armband and white gloves stood in each of the latter's open vestibules. The car's interior, swathed voluminously with black cloth, looked macabre. The large glass-windowed coffin rested on a dais, covered by a black-bordered, fringed, American flag that was folded back whenever the corpse was exposed to public view. A three-man guard of honor inside the car represented the Army, Navy, and Marine Corps.

Lincoln's last journey followed in reverse almost the identical route of his inaugural trip but covered less than 1700 miles and took 13 days because it moved more slowly and made longer stops. All seven cars were painted black. The armor-plated vehicle rolled all the way from Washington to Springfield over 13 railroads but the other six cars and the engine were changed whenever they reached a different road. A pilot engine ran ten minutes ahead of them to make sure the rails were clear, and the dispatchers' orders said, "The train will have exclusive right to the road against all other trains." In all, 26 locomotives were used, all woodburning 4-4-0's festooned in mourning. They displayed Old Glory, laurel wreaths, and in some cases a black-framed portrait of the deceased on the boiler front.

WITH President Johnson, General Grant, the Cabinet, and other dignitaries standing stiffly at attention, the black train steamed slowly out of the Washington depot at six a.m. Friday, the 21st, heading for Baltimore. A densely packed crowd watched with heads bared while the bronze bells of engines in the railroad yard tolled a requiem. Mr. Lincoln was going home.

In the coaches sat his heavily-veiled widow and their two sons, Robert and Tad; five of Lincoln's friends who had accompanied him on the inaugural trip, other notables, and journalists. Along the route possibly a million and a half people gazed upon the haggard face, still discolored by the effects of the assassin's bullet, and maybe seven million looked at the casket or hearse, as compared with the million or so who had seen the President-elect on his inaugural trip to the capital four years earlier.

Everywhere the train went, folks lined the trackside, regardless of time or weather. Even in sparsely populated areas they assembled, some with silver cornet bands, many with brightly colored wildflowers and garden blossoms, hoping the train would stop there; and



No. 331, one of the Pennsy eight-wheelers that pulled Lincoln funeral special.
From the author's collection

The same car shown at bottom of page is pictured here in its old age just before a fire destroyed it in 1911.

when they realized it wouldn't, they tossed their posies in front of the crepe-swathed iron horse, sometimes in such profusion that they made the rails slippery and stalled the train, and the amateur musicians played sad music.

Small cities turned out mourners and curiosity-seekers by the tens of thousands. Nearly every fair-sized town had built over the track an arch covered with evergreens or flags and black velvet. Groups of white-gowned girls, usually one for each of the 36 states then in the Union, in one case as many as 300, sang hymns or recited doleful poetry. At night, lanterns, torches, and huge bonfires cast weird dancing lights on the shiny black cars.

The cortege on rails reached Philadelphia on Saturday, April 22nd. To a muffled drum-beat, the long coffin was born into Independence Hall, where the Declaration of Independence had been signed in 1776, and was placed on display beside the Liberty Bell. A line of mourners three miles long moved past the still figure. An aged Negress laid an evergreen spray on the casket, wailing, "Oh, Abraham Lincoln, are you really dead?" The people kept coming all night and all next day, and shortly after midnight the train was rolling again.

At Lancaster, the crowd parted silently as a venerable man drove up to the train in a carriage and got out to pay his respects. He was Lincoln's predecessor in the White House, James Buchanan.

In Newark and Jersey City, more acres of people. A sable-hued boat ferried the casket across the wide Hudson River to New York, where it was set up on view in City Hall. The funeral procession included 2,000 Negroes, some in Army blue. Afterward, an engine fittingly named *Union* wheeled the seven black coaches northward on the Hudson River Railroad (now New York Central).

Opposite the West Point Military Academy 1,000 precise and caped cadets saluted their dead Commander-in-Chief. At Albany, capital of New York State, the much-traveled body was displayed in the Assembly chamber.

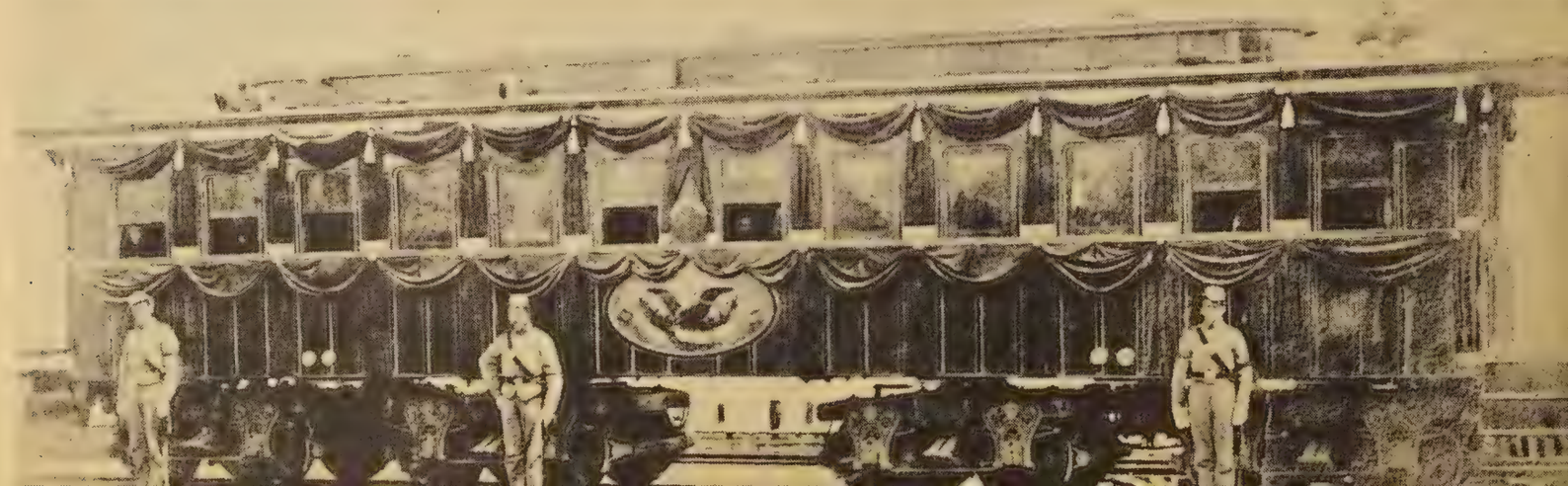
At Syracuse, some 30,000 men, women and children met the black train in a midnight downpour. Then on the 26th, Buffalo. More dense throngs.

It was still raining when the train rolled into Cleveland. There a gleaming white temple with a silver-starred ceiling, draped in black, had been erected for the bier in the Public Square.

Not to be outdone, the grieving citizens of Columbus built an exequial Chinese pagoda and laid a carpet of fresh hothouse roses on the planking of High Street. Over those flowers a dozen fine black horses with nodding plumes drew the glass-walled hearse from the railroad depot to the pagoda for the public viewing and back again later to the station. It was estimated that 50,000 people, two and a half times the city's population, filed past the coffin.

Twice that number showed up in Indianapolis, despite the steady rain. At Chicago, yard men of the Chicago & Alton (now GM&O and now operating the trains named *Abraham Lincoln* and *Ann Rutledge*) coupled the rolling car *Pioneer* onto the train for the exclusive use of Mrs. Lincoln's party on the last leg of the trip, over the C&A, compliments of the stubby-bearded George M. Pullman. Just completed and most elegant, the *Pioneer* was the first sleeper that Mr. Pullman built new. (The only previous Pullman cars were two converted C&A coaches.) It boasted the

**Armor-plated car, emblazoned with Presidential seal, was built for Lincoln in a vain effort to shield him from assassination. It bore his body all the way from Washington to Springfield for burial. The other cars were changed at ends of rail lines.**

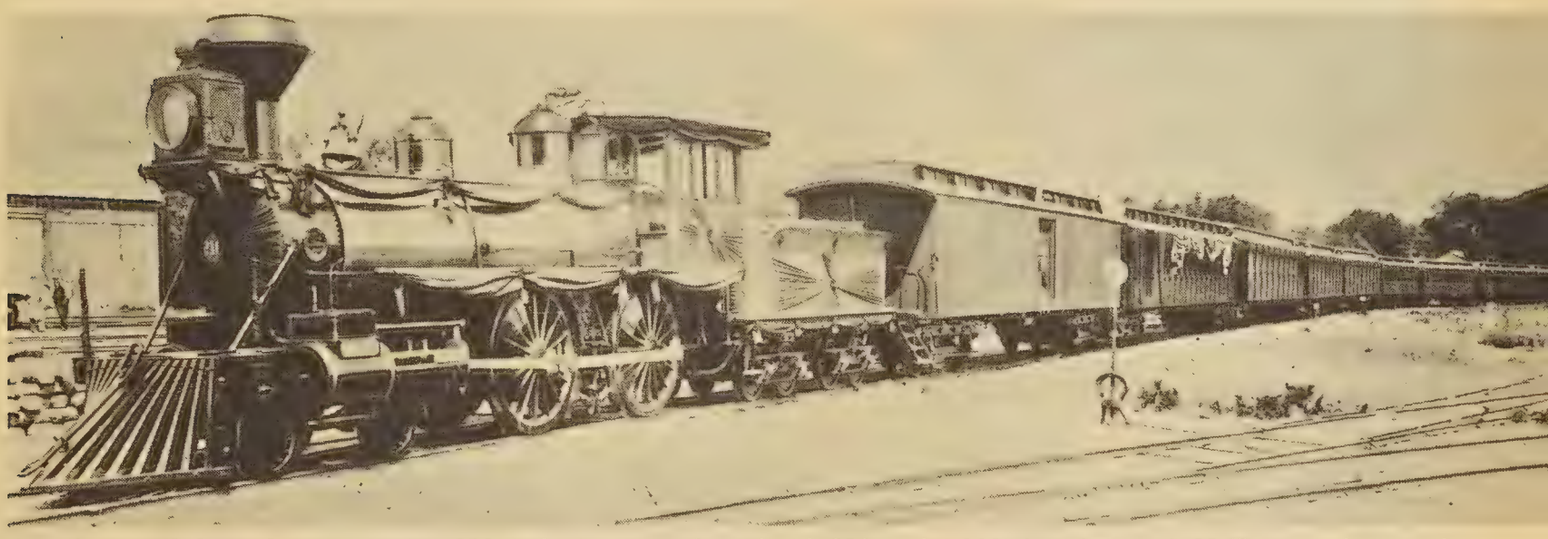


novelty of hot-air heating, was lighted by candles and loaded with mirrors and, in fact, started a new trend in sleeping-car design.

The widow thanked Mr. Pullman personally. The resulting publicity did much to establish his success in the sleeping-car business and make his name a word in the English language. But because the *Pioneer* was so big, C&A station platforms and bridges had to be altered to let it pass over the line to Springfield.

On May 3rd at nine a.m., one of the hottest days Illinois had ever known, the black train reached the end of its 13-day run. Mr. Lincoln's old Springfield home, like the railway depot and public buildings, was heavily draped in mourning but the house and yard showed signs of

**April 25, 1865: Ten minutes after its pilot engine, the Lincoln exequial train pulls out of New York City for the run to East Albany on the Hudson River RR.**
New York Central Lines



**Grant's second funeral train: engine 210 and nine cars, draped with 250 yards of black cashmere. J. M. Toucey, who issued the orders for it, was responsible for the Lincoln funeral special on his road in 1865 when he was assistant superintendent.**
Photo from Walter A. Lucas collection

New York Central and
Hudson River R. R.
(Hudson River Division.)

Special Time Table
FOR
# Funeral Train
OF
Gen. Ulysses S. Grant
ON
Wednesday, Aug. 5, 1885.

| | | | |
|---|---|---|---|
| Leave | ALBANY | 12.30 | P. M. |
| " | E. ALBANY | 12.35 | " |
| " | CASTLETON | 12.51 | " |
| " | SCHODACK | 12.57 | " |
| " | STUYVESANT | 1.07 | " |
| " | COXSACKIE | 1.12 | " |
| " | STOCKPORT | 1.17 | " |
| " | HUDSON | 1.27 | " |
| " | CATSKILL | 1.35 | " |
| " | GERMANTOWN | 1.45 | " |
| " | TIVOLI | 1.55 | " |
| " | BARRYTOWN | 2.03 | " |
| " | RHINEBECK | 2.13 | " |
| " | STAATSBURGH | 2.22 | " |
| " | HYDE PARK | 2.30 | " |
| " | POUGHKEEPSIE | 2.45 | " |
| " | NEW HAMBURGH | 3.01 | " |
| " | FISHKILL | 3.11 | " |
| " | COLD SPRING | 3.21 | " |
| " | GARRISONS | 3.27 | " |
| " | PEEKSKILL | 3.43 | " |
| " | SING SING | 4.01 | " |
| " | TARRYTOWN | 4.11 | " |
| " | DOBBS FERRY | 4.19 | " |
| " | YONKERS | 4.29 | " |
| " | SPUYTEN DUYVIL | 4.37 | " |
| " | JUNCTION | 4.48 | " |
| Arrive | G. C. STATION, N.Y. | 5.00 | " |

## Instructions.

This Train will have the right of track over all Trains between Albany and New-York.

A Pilot Engine will leave Albany at 12.20 P. M. and run ten (10) minutes ahead of Schedule Time for Funeral Train to New-York, having same rights.

All Freight and Work Trains and Single Engines must be out of the way "at least thirty (30) minutes" before Funeral Train is due.

The Train will reduce speed through all cities and villages.

J. M. TOUCEY,
*Gen'l Supt.*

C. M. BISSELL,
*Supt.*

**Jefferson Davis (at age 81) and the old New Orleans mansion in which he died December 6, 1889. Granite marker near tree commemorates the event.**
Alabama State Archives — Edison H. Thomas (L&N)

raids by souvenir hunters. The long coffin was displayed for the last time in the State Capitol. All that night, church bells tolled continuously.

Next morning, a slow cortege that included sweating human beings and the dead man's horse, Old Bob, black-blanketed and riderless, escorted the remains of the wartime President under the blazing sun to a cemetery vault, there to stay until the present memorial could be built.

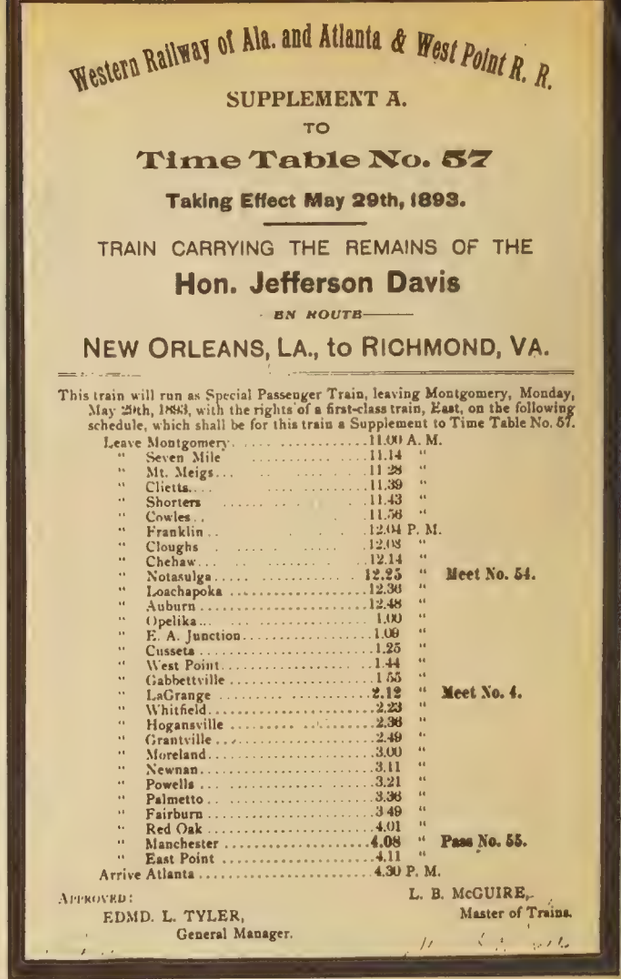
Today, in this memorial you can see a huge, white, marble sarcophagus bearing the revered name *Lincoln,* on ground level, but the sarcophagus is not his tomb. The national hero is sleeping out eternity ten feet below, his casket embedded in solid cement—because of a nearly-successful attempt made by ghouls in 1876 to steal the body and hold it for $200,000 ransom! The ghouls were trapped by a Pinkerton detective, who notified Secret Service men, and were sent to prison.

THE LAVISH outpouring of public grief for "Honest Abe" set the pattern which was followed, but in less degree, by the funeral trains of other Presidents and ex-Presidents: the engines and cars draped in black, the honor guard in the catafalque car, the dense crowds, flowers strewn on the track, and the lanterns, torches, and bonfires at night in rural areas. There were variations, of course.

James A. Garfield was shot in the Pennsylvania Railroad station at Washington in 1881. (Later, a gold star mosaicked into the floor marked the spot but aroused so much curiosity that it blocked traffic inside the depot and had to be removed. It is now in the Smithsonian Institution. Later the station itself was replaced.)

After lingering two months in the White House, wracked by the intense

**Route of Davis burial train included Beauvoir, Miss., his old home; Louisville, Ky., birthplace, and Fairview, Ky., where he wed.**



Western Railway of Ala. and Atlanta & West Point R. R.

SUPPLEMENT A.
TO
**Time Table No. 57**
**Taking Effect May 29th, 1893.**

TRAIN CARRYING THE REMAINS OF THE
**Hon. Jefferson Davis**
EN ROUTE
NEW ORLEANS, LA., to RICHMOND, VA.

This train will run as Special Passenger Train, leaving Montgomery, Monday, May 29th, 1893, with the rights of a first-class train, East, on the following schedule, which shall be for this train a Supplement to Time Table No. 57.

| | | | |
|---|---|---|---|
| Leave Montgomery | 11.00 | A. M. | |
| " Seven Mile | 11.14 | " | |
| " Mt. Meigs | 11.28 | " | |
| " Clietta | 11.39 | " | |
| " Shorters | 11.43 | " | |
| " Cowles | 11.58 | " | |
| " Franklin | 12.04 | P. M. | |
| " Cloughs | 12.08 | " | |
| " Chehaw | 12.14 | " | |
| " Notasulga | 12.25 | " | Meet No. 54. |
| " Loachapoka | 12.36 | " | |
| " Auburn | 12.48 | " | |
| " Opelika | 1.00 | " | |
| " E. A. Junction | 1.09 | " | |
| " Cusseta | 1.25 | " | |
| " West Point | 1.44 | " | |
| " Gabbettville | 1.55 | " | |
| " LaGrange | 2.12 | " | Meet No. 4. |
| " Whitfield | 2.23 | " | |
| " Hogansville | 2.36 | " | |
| " Grantville | 2.49 | " | |
| " Moreland | 3.00 | " | |
| " Newnan | 3.11 | " | |
| " Powells | 3.21 | " | |
| " Palmetto | 3.36 | " | |
| " Fairburn | 3.49 | " | |
| " Red Oak | 4.01 | " | |
| " Manchester | 4.08 | " | Pass No. 55. |
| " East Point | 4.11 | " | |
| Arrive Atlanta | 4.30 | P. M. | |

APPROVED:
EDMD. L. TYLER,
General Manager.

L. B. McGUIRE,
Master of Trains.

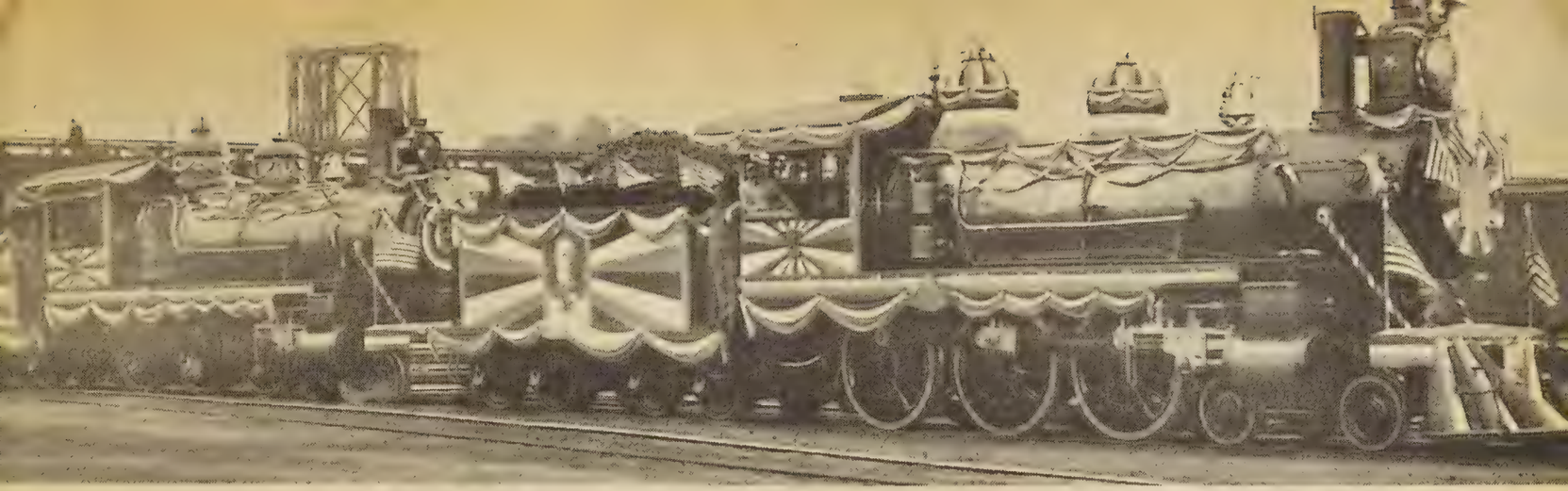
**Train en route from Montgomery to Atlanta halted briefly for ceremony at West Point.**

summer heat, the Chief Executive was taken by special train to Elberon, New Jersey, in the hope that ocean breezes would help him to recover. Some 2,000 men toiled all night to lay a temporary spur track from the Elberon depot to a beach-front cottage, but he died 13 days later. One mourning-draped train carried the corpse to Washington for a national tribute; another bore it to Cleveland for burial.

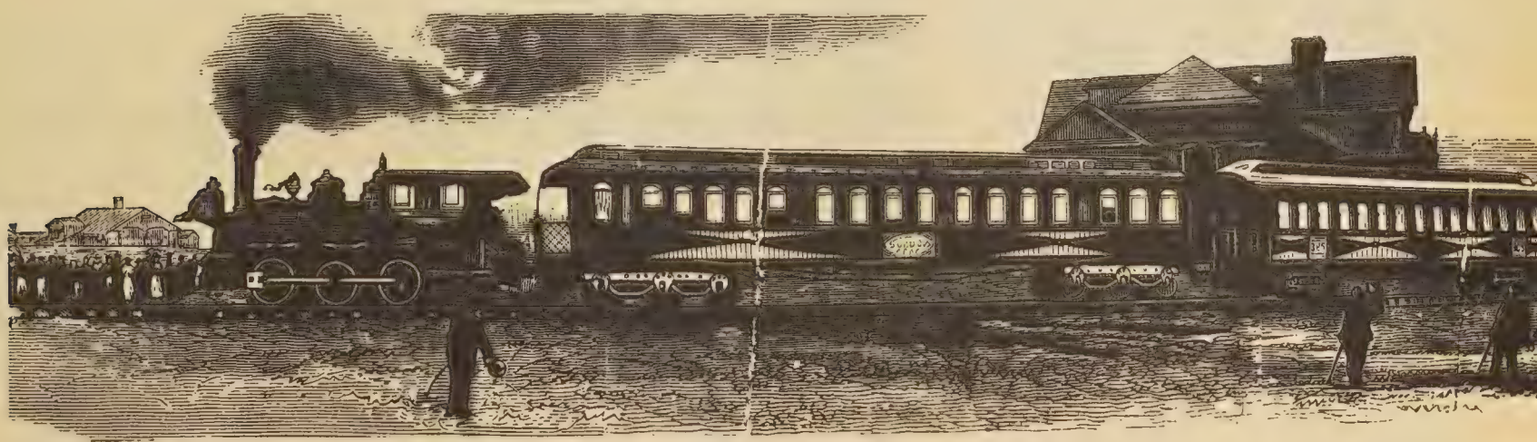
Two funeral specials, similarly decorated, were operated for General U. S. Grant, who died in 1885 of lung cancer attributed to his well-known habit of smoking cigars. Death came at the Mt. McGregor vacation resort in upstate New York. A little train on a winding narrow-gage railway trundled his body down a mountain side to Saratoga. There it was solemnly transferred to a New York Central & Hudson River standard-gage train for transportation to New York City, where Grant had lived for years after leaving the White House.

The Central train consisted of the catafalque car *Woodlawn,* three Wagner drawing-room cars, four coaches, and a baggage car, with Willis G. Fisher at the throttle of engine No. 210. As it passed the frowning battlements of the West Point Military Academy, a can-

**The remains of Davis are lifted into red glassed-in observation car.**
Daily Picayune, New Orleans



**A few months before William McKinley was murdered, these two Cooke ten-wheelers on the Southern Pacific roster, gaily decorated with bunting, with his picture on one of the tenders, pulled a Presidential special over the Sierra Nevada Mountains.**
Collection of David L. Joslyn, 2164 Castro Way, Sacramento, Calif.



**President Garfield died September 19, 1881, in beach-front cottage at Elberon, N. J. an 0-6-0 pulled his first funeral train.**
Harper's Weekly

non boomed farewell while the cadets stood beside the track at "present arms" and a band softly played *Sweet Spirit, Hear My Prayer.* Further south, hundreds of persons laid coins on the rails to have them flattened by the train as souvenirs.

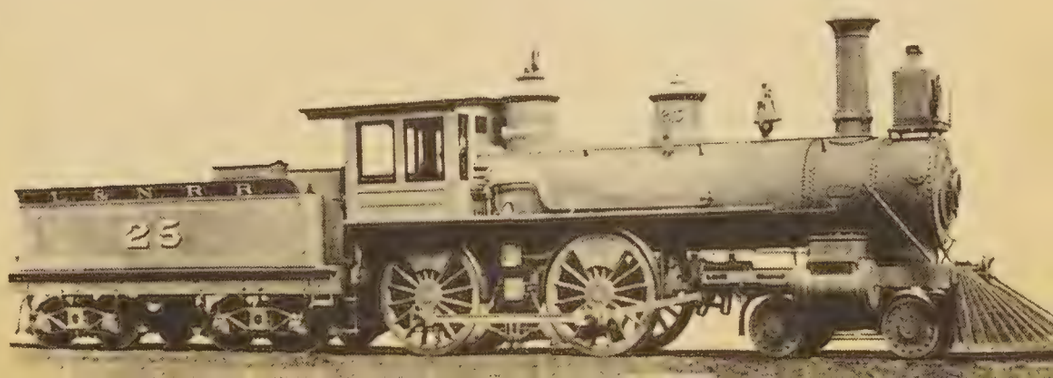
Today, Grant's tomb on Riverside Drive just above the Central's tracks is a famous New York landmark. When it was dedicated, one of the ads in the official program carried a portrait of the Rev. Stephen Merritt, who described himself as "America's greatest undertaker," adding: "General Grant was buried by me. It was the largest and best conducted funeral on the continent."

ANOTHER ex-President, Jefferson Davis of the Confederate States, died of bronchitis at New Orleans in 1889. After his body had lain in state at the City Hall there for four days, a procession that included former Confederate soldiers grouped by companies escorted it to a semi-underground vault in a local cemetery, with nine governors of Southern states as pallbearers. In 1893, at his widow's request, the remains were moved to the old Confederate capital, Richmond, Virginia, for permanent burial.

The casket was lifted into a maroon, glassed-in, observation car draped in black on a nine-car train pulled by tall-stacked No. 17 (ex-69), a coalburning eight-wheeler on the Louisville & Nashville. Among those aboard were Jeff

Louisville & Nashville Railroad

**These two locos in turn hauled Davis burial train over L&N. This distinction is shown by the stars on stack and firebox door of No. 17, originally 69 (Baldwin, 1870), which started the special out of New Orleans. Drivers 64″, cylinders 17x24″, weight 90,000 lbs. Renumbered L&N's fourth 17 in 1897, retired in 1933. No. 25 (Rogers, '86) took the train from Mobile to Montgomery. Drivers 64″, cylinders 18x24″, 101,000 lbs. She was L&N's third 25, retired in 1934.**



**Harding funeral train with C&NW engine 1652 pauses at Boone, Iowa, on long run from San Francisco to Washington. (Big photo) It leaves C&NW Kedzie Ave. depot, Chicago.**
Chicago & North Western Railway

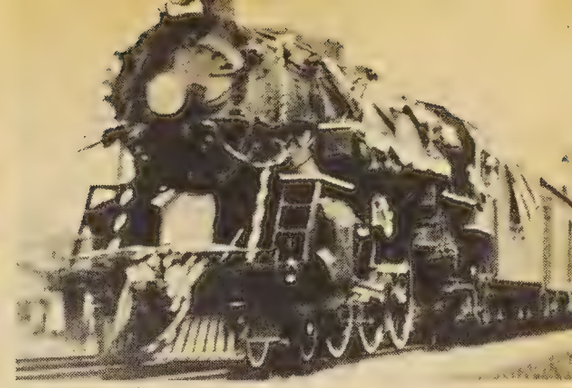
Davis's daughters, Winnie and Margaret. The special headed northward, stopping at Beauvoir, Mississippi, where the old chieftain had spent his last 12 years on a plantation. Children strewed flowers along the track for 300 yards. The dead man's aged Negro valet, riding the train with "the Davis girls," sobbed aloud at the sight of so many flowers. The train rolled on.

About midnight the Alabama State Artillery, waiting at Mobile, saw the approaching oil headlight of No. 17 and fired the traditional 21-gun salute. Mobile being an L&N division point, a hostler replaced the engine with another 4-4-0, the cap-stacked No. 25, and the cortege rumbled on through the rain.

Soon came a dramatic entry into Alabama's capital, Montgomery, famed as the first capital of the Confederacy. There, amid high hopes and bold defiance, Jeff Davis had been inaugurated February 18, 1861. exactly one week after Abe Lincoln had left Springfield on his "journey to greatness." All businesses and schools were closed the day Montgomery paid its final tribute to the old chieftain. The rain eased up in time for a procession to and from the Capitol as church bells tolled.

Afterward, the train proceeded to Atlanta over the Western Railway of Alabama and the Atlanta & West Point, halting briefly under a gorgeous floral arch at the state line for Georgia's governor to climb aboard. In Atlanta, the coffin was moved in a slow procession from the depot to the Capitol and then back to the station. The last stage of the trip was over the Richmond & Danville (now Southern Railway), with a long stop in Raleigh, North Carolina, for the body to lie in state at the Capitol. Finally, at Richmond, after the 1,200-mile run over four roads, Mrs. Davis joined in the final rites for her distinguished husband.

THREE Presidents of the U.S.A. were victims of assassins. By a series of ghastly coincidences, Robert Lincoln saw all three of them immediately after the fatal bullet had been fired! He was in Ford's Theater the night his father was shot. In 1881, as Secretary of War in Garfield's Cabinet, he had just gone to the Washington depot to discuss business when he found President Garfield lying on the floor with blood oozing from his body. Twenty years later, in



**Aug. 10, 1923: a Big Four special takes the body of Warren G. Harding through his home city, Marion, Ohio.**

answer to an invitation to meet William McKinley at the Pan American Exposition in Buffalo, he arrived in time to see a group bending over President McKinley, who had just been shot. The assassinations of 1881 and 1901 must have recalled very painful memories to him, memories of a personal tragedy.

Mr. McKinley was taken to the nearby house of a friend, who was president of the Pan American Exposition, and city police kept the area quiet.

A Lackawanna special carrying surgeons, nurses, and special medical supplies sped from Hoboken to Buffalo in an effort to save the dying man. The engineer, John Draney, was given rights over everything. He made the 395-mile run in the record-breaking time of 405 minutes, but the President died after suffering eight days.

The Pennsy provided two funeral trains. One took McKinley's body to Washington; the other wheeled it from there to Canton, Ohio. Both trains were festooned with black crepe from pilot to marker lights. McKinley's widow, riding the first one in a daze, was aroused at Harrisburg by hearing a choral society sing her husband's favorite hymn, *Nearer, My God, to Thee,* and wept for the first time since leaving Buffalo. The new President, Theodore Roosevelt, traveled in that train with his Cabinet and transacted such business as could not be postponed.

McKinley spent his last night at the White House lying in state in the flower-banked East Room. The rail trip to Canton followed the Ohio River for miles. Steamboats saluted the deceased with long, mournful, whistle blasts. At Pittsburgh, a bold youngster climbed the outside of a high church steeple to get a good view of the train. McKinley was buried in Canton at the going-down of the sun.

Warren G. Harding died of pneumonia and a blood clot August 2, 1923, in San Francisco. A special train, appropriately draped, took his body in the car *Superb* to Washington over the Southern Pacific, the Union Pacific, the Chicago & North Western, and the Baltimore & Ohio.

The train, consisting of eleven cars drawn by a Pacific-type locomotive, rolled out of the SP's Third Street station in San Francisco at 7:15 on the evening of August 3rd for an 840-mile trip to Ogden, Utah, where the Union Pacific took over. The SP run took 25 hours and 44 minutes, which was 21 minutes faster than the schedule of the crack *Overland Limited.* Equally fast time was made by the other three railroads handling this train.

Then in Washington, the corpse was placed on the identical spot under the Capitol dome where Lincoln, Garfield, McKinley, and the Unknown Soldier had been honored. Mountains of floral tributes perfumed the air. Finally, heavy Erie Pacifics 2928 and 2933

pulled the train that bore the body to Marion, Ohio, to be laid in a vault forever.

Those Pacifics were the last black-draped power to handle a Presidential funeral in this country. Franklin D. Roosevelt died of a blood clot on the brain April 12, 1945, at Warm Springs, Georgia. None of the engines or cars on either of the two Roosevelt corteges was decorated in any way. A 12-car special wheeled by two Southern Railway steam locomotives headed north with the late President in a mahogany copper-lined casket covered with an American flag. The body was borne in the last car, the *Magellan*, from which F.D.R. had often directed the destinies of the Nation.

Then, after lying in state in the East Room of the White House amid a wilderness of blossoms, like some of his predecessors, he was taken by a New York Central special train to Hyde Park for burial. C. J. Potter held the throttle of the steam locomotive, with T. J. Doyle firing. Roosevelt's pet, a black Scottie named Fala, rode in both trains with members of the Roosevelt family and obviously missed his master.

Judging from the absence of funeral trimmings, those trains looked like first-class limiteds. Americans still mourn their dead leaders but no longer with the showy grief of crepe-swathed engines and seven coaches painted black. ●

**Car which carried F. D. R.'s body is now a Miami Railroad Historical Society exhibit at Rockdale, Florida.**

**Fala, pet Scottie, accompanied F. D. Roosevelt on many railroad journeys, including those last two, when the President's body was borne to his Hyde Park, N. Y., home for burial.**
Press Association, Inc.

**F. D. Roosevelt funeral train passes Breakneck Mountain on the New York Central RR. near Hyde Park.**
New York Central Lines

# STEAM IN FORMOSA

by B. Thomas Walsh

**Photographs by the Author**

**Passenger train pulled by Shay rumbles across one of the 114 bridges of Ali Mountain Railway on Taiwan, the Chinese Nationalist stronghold of Formosa.**

AFTER riding trains in many lands, I still say that the slowest and steepest train ride of all is on the Ali Mountain Railway in Taiwan, better known as Formosa. This line is steam-powered. A round trip of 88 miles over the entire route took me two days.

I didn't mind the time so much because I like Shay locomotives and foreign scenery, but being subjected to a diet of nothing but fish heads and rice for 16 hours straight on that trip did not suit my taste. Maybe this food appeals to the Formosan people. I don't know. Being an American, I prefer to eat on the *Broadway Limited*. Even when I grab a bite at Nedick's or the Automat, back home, I do not order fish heads and rice.

Formosa and its transportation system are strategically important. This tropical island is located about 100 miles off the Chinese mainland, southwest of Japan and north of the Philippines. It is slightly larger than the State of Maryland with nearly four times the density of population. In turn it has belonged to Holland, the old Chinese Empire, and the old Japanese Empire. Today it is bristling with fortifications and armed men of Chiang Kai-shek.

The political future of this controversial isle depends upon the life expectancy of Chiang himself, America's financial and moral support, and the continued willingness of the United Nations to recognize Formosa as the Republic of China. Just recently Charles Rowley, a retired chief dispatcher from the Chicago, Rock Island & Pacific, was appointed advisor to Chiang's Ministry of Transportation.

Besides tea, the natives raise large quantities of camphor, rice, sugarcane, tobacco, and sweet potatoes, and do much fishing. Formosa's main railway dates back to 1887. Ground for it was broken by an enlightened Chinese governor who also built schools and reformed the judiciary.

A few years later, after beating China in a war, Japan took over the island and renamed it Taiwan. The natives, especially the savage head-hunters of the interior, opposed the Mikado's rule. In the guerrilla warfare that followed, the railway was destroyed so completely that the Japanese had to rebuilt the entire line, which they renamed the Imperial Taiwan Railways.

They cleaned up sanitary conditions on the pest-bitten isle, stamped out smallpox and other plagues, and extended the railway to more than 350 miles. They operated modern trains with first- and second-class accommodations, and even diners and sleepers on the principal expresses.

Private sugar and lumber mills built shorter narrow-gages. A quaint feature of some is their small, four-wheel, passenger cars propelled by coolies. The narrow-gages are mostly in the mountains—incidentally, Fomosa had the two highest peaks in the Japanese Empire—so the car-pushers really work. But when a car reaches the top of a grade and begins to coast down, the two little brown men pushing it hop aboard for a ride.

One of the 30-inch-gages is the Ali Mountain Railway, run by the Taiwan Forest Administration. That line I had decided to ride. Its shops and offices are situated at Chiyi, a lumber and sugar city 200 miles south of the island capi-

**No. 15, like other Shays on Ali Mountain line, has a wide stack and burns soft coal.**

tal, Taipeh. To get there I rode a diesel-operated train of eight railcars on the Taiwan Railways' main line.

WHEN I entered Taipeh station on a Thursday morning it seemed that everyone for miles around had set out to go some place by train. The depot was packed with 1,000 or so people smelling of the Orient and unable to speak English. I learned to my dismay that although the Taiwan system ran more than 700 trains a day—all steam-powered except the one I hoped to ride—all express-train seats were reserved and the waiting list was at least a week long!

In despair, I turned to the railway works manager. By some miracle he got a seat for me, but I felt a little guilty for displacing another passenger. The Formosans are very friendly to Americans —as well they should be, since U.S. taxpayers subsidize the Chiang regime. Before boarding my train, I was entertained at the Friends of China Club. The meal consisted of beef, rice, birds' nest soup and almond cookies.

As our train started south, I settled back to enjoy the scenery. The Taiwan Railways is a heavy-duty operation with a four-track main line proceeding down most of the island on the west coast. We passed many freight and passenger trains, all pulled by steam. The air was heavy with their smoke and noise. We flashed through villages, past station platforms filled with people waiting for the next local.

This is a land where, unless you walk, you have to travel by train. Off in the distance to the east I could see lofty peaks, cloud-topped and misty. On both sides of the track we skirted neat green rice fields in which men and women wearing conical hats toiled as they have been doing for centuries. Surrounding me on all sides in the modern diesel car were native passengers. Cute-looking stewardesses, with skirts split along the thigh well above the knee, passed up and down the aisles distributing Chinese magazines and small, cylindrical, metal lunch-cases full of rice and fish heads. The roadbed was smooth. Wheels clicked over rail joints at the rate of about 50 miles per hour.

That night I stayed at a guest house near Chiyi, run by the Taiwan Sugar Administration, which operates some 2,000 miles of sugar-line trackage, including passenger service. The house is typically Chinese. Before entering, you leave your shoes at the door. Once inside, you find the floors so heavily quilted that you bounce along rather than walk. The ceiling is barely six feet high. After the tea ceremony that night I was given a sheet and pillow, and a bamboo screen was pulled shut to make a room for me. As there was no bed. I slept on the tufted floor. The chime of steam whistles and chug of passing locomotives punctuated my dreams.

NEXT morning I got up early to visit the railway offices and shops. In 1900 the Japanese, who then controlled Formosa, planned to exploit the large forest reserves on Ali Mountain. They built the railway and inaugurated service in 1910 for nine miles between Chiyi and Tsuchi with a 13½-ton Baldwin 0-6-0 tank engine.

Tsuchi marks the limit of the "plains" area, and the railway shops were located there for the first years of construction. Sharp grades encountered beyond that point resulted in the company buying an 18-ton Shay from Lima in 1910 and ten bogie cars from Laimer Company in 1911, these being the last American purchases made. After that, motive power and freight cars were built by the Osaka Locomotive Corp. in Japan or else locally in the railway company's shops. Apparently the original Lima Shay, long since discarded, was used as a prototype which the Japanese copied without patent payment.

The shops have three divisions—erection of locomotive and forestry machines, locomotive repair, and freight car building and repair. Outside, one of the seven 18-ton Shays was switching cars at the junction with the Taiwan Railways. Since the Ali Mountain Railway is one foot narrower in gage, the yards were cluttered with loads to be trans-shipped. The day's passenger train—a diesel and five cars due to depart at 7:30 a.m.—was just moving to the station platform. The company has five diesels, but severe grades relegate their use to the nine-mile "plains" section between Shiyi and Tsuchi.

The wooden coaches are greenish-gray, with scabby paint peeling from their sides. Five had openings where window glass should have been. The other car was competely open on both sides, but a heavy canvas tarpaulin, carried on top, could be lowered on either side with some difficulty to keep out rain showers.

**No. 15 pushes a flatcar loaded with coal in the Chiyi yards of Ali Mountain line.**

**Diesels also are used in Formosa. Note tarpaulin on the first car, to protect passengers from rain, in this scene at Tsuchi.**

The train was not crowded, as this part of the island is lightly populated. We settled down to a steady speed of ten miles per hour, taking an hour to go to Tsuchi where the diesel was dropped off. Down the track came the puffing Shay, No. 26, one of eleven 28-ton Shays on the roster, and we were on our way again.

We climbed the mountain ranges which divide the island in half. Dark pine trees covered the slopes. Against this dark green were delicate pink cherry blossoms, whose perfume wafted through the opened car windows, along with coal smoke. The line twists and turns, passing through 55 tunnels, the longest being 2519 feet, and crossing 114 bridges with an aggregate length of over 9100 feet. The smallest radius curve is 98 feet, the ruling grade 6.3 percent.

The little Shay was working hard now, and our view was often obscured by great clouds of smoke drifting back from the engine. In order to gain a half-mile in an easterly direction, the engineers who laid out the line had to travel three miles and climb 915 feet. The track passes over itself seven times. In the middle of this spiral, the train runs over exactly the same spot three times, each time in a tunnel and in a different direction!

AS I LOOKED out the glassless windows, I could often see the track at three or four different levels below us. We were constantly in and out of tunnels. Since the cars had no lights, blackouts were incessant. The Shay's peculiar exhaust became sharper. The mountains towered above us or dropped away below us. The management considers this to be the world's most difficult terrain. For this reason, all trains are operated in one direction only on a given day.

Being on the windward side of the island, the moist air blowing off the ocean rises against the mountain sides and condenses, leading to perpetual clouds and frequent showers. We passed in and out of clouds, bright sunshine, and driving rain. The air was much cooler at this altitude. Because of heavy rainfall here, the trees grow very big. One oak tree is so huge and so old that it has become a shrine for religious pilgrimages and is called "God's Tree." Because of it, a passenger train is run three days a week to a point near the mountain top.

Just as we reached "God's Tree" the locomotive died. Efforts to get up a decent head of steam were blocked by the poor coal. At length a reserve Shay was dispatched from Tshuci, arriving five hours later. There was no diner on the train, and nothing to buy in town except souvenirs of that tree. The wait was frustrating because we were only three miles from the end of the run to Ali Mountain. But the reserve engine was coupled to the rear as a pusher, and an hour later we had seesawed through four switchbacks to the top.

It was near midnight when we checked into the Ali Mountain Hotel. I wanted to grab a sandwich and go to bed immediately. Custom dictated, however, that you take off your shoes and partake of the tea ceremony while sitting on the floor. A young Chinese maid paddled around the room with a pot of mint-scented tea and small rice cookies.

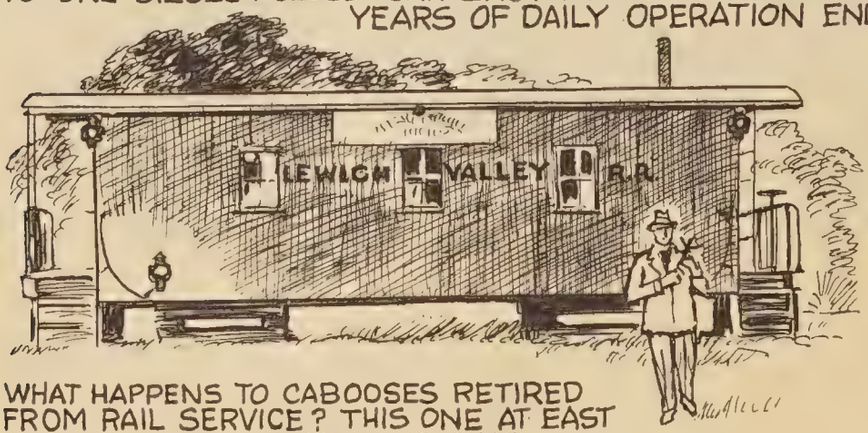
No sandwiches were available. I was starving when I went to bed. I had barely gotten to sleep, or so it seemed, when the maid shook me. It was only five a.m. and I was famished. We were expected to get up and walk four miles to a point where you could see the sunrise from the East. Personally, I dislike to walk two blocks unless it be to see a live steam engine. To hike uphill in the early morning to gaze at the sun rise, and on an empty stomach, was almost more than I could take. But the Chinese are so polite that it seemed a shame to disappoint them. And it was a beautiful sight. The yellow-orange sun peeped through thick mists which veiled the ranges of pine-covered mountains. Everything hung wet and glistening in the morning dew. Birds sang in the trees. The walk, even at five a.m., had been worth it.

Returning to the hotel, I was given a solitary bowl of rice to sustain life for a few more hours. The "down" train was ready to leave at 11 a.m. on the six-hour run to Chiyi. Two freight trains had piled behind us, since this was the alternate day when all "down" traffic was operated. Luckily, I made close connections with an evening express to Taipeh. Thus ended my trip to God's Tree on the Chinese Nationalist island of Formosa.

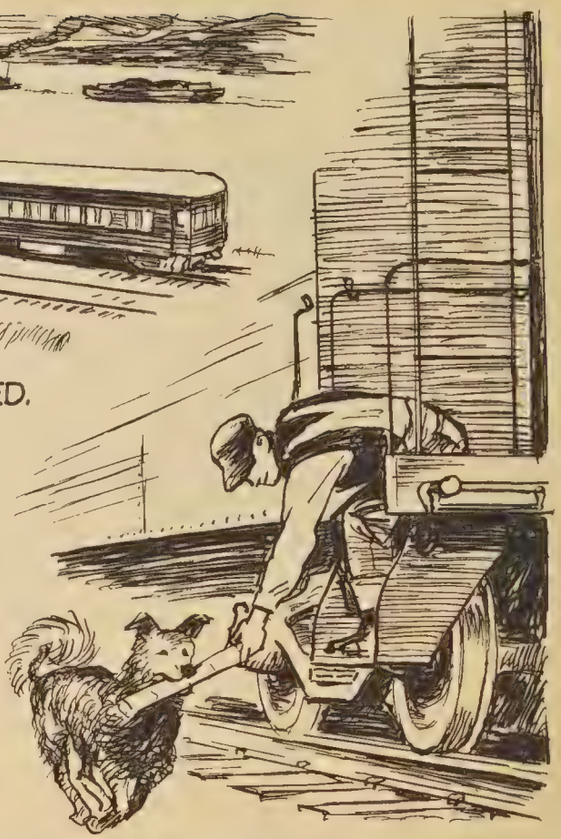
# ALONG THE IRON PIKE

by Joe Easley

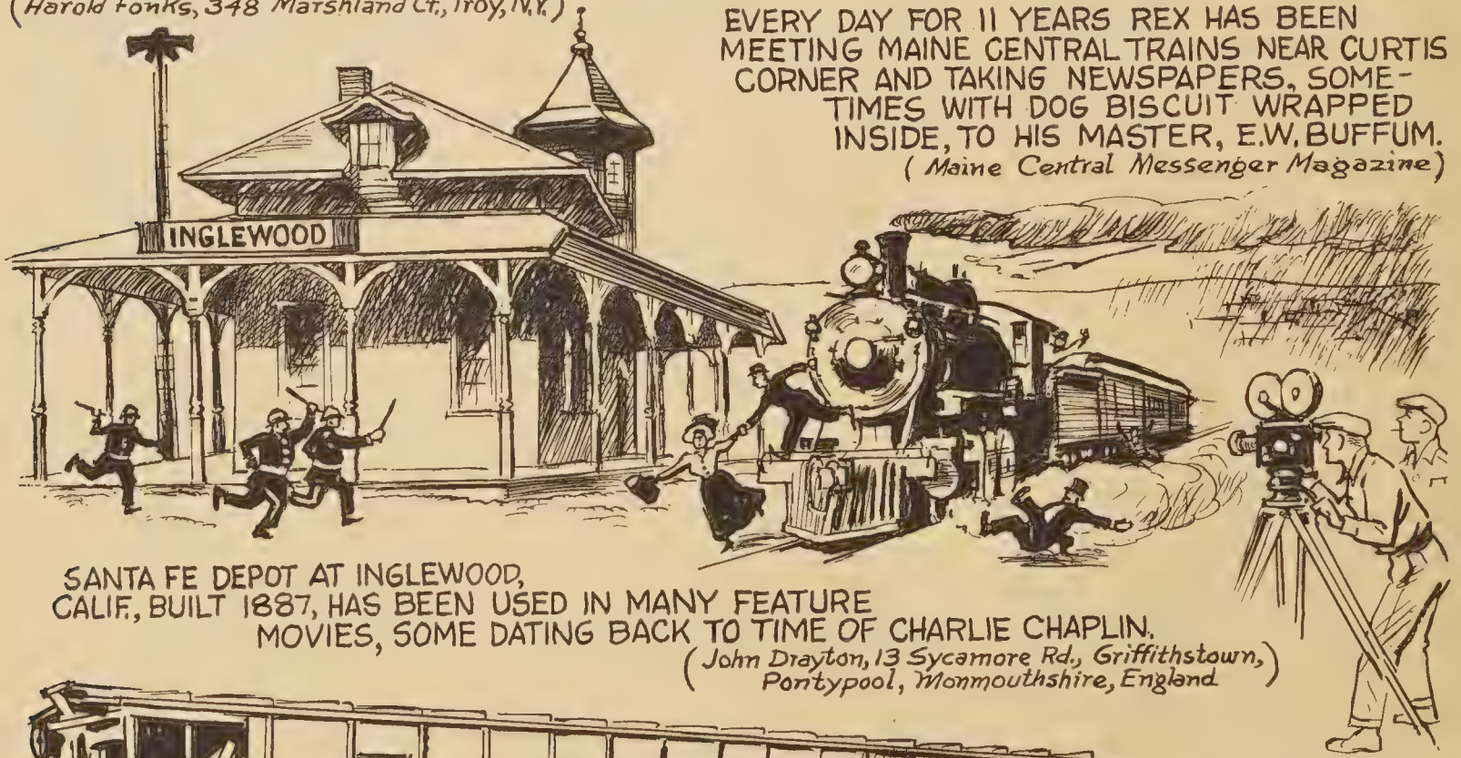
IN ITS GREAT STEAM DAYS, SOUTHERN PACIFIC SENATOR OFTEN RAN BETWEEN SACRAMENTO AND OAKLAND IN 5 SECTIONS OF 16 CARS EACH, BUT HAD DWINDLED TO ONE DIESEL-PULLED CAR LAST MAY 31ST AS 35 YEARS OF DAILY OPERATION ENDED.




WHAT HAPPENS TO CABOOSES RETIRED FROM RAIL SERVICE? THIS ONE AT EAST PHARSALIA, N.Y., IS SOUVENIR SHOP. (*Harold Fonks, 348 Marshland Ct., Troy, N.Y.*)



EVERY DAY FOR 11 YEARS REX HAS BEEN MEETING MAINE CENTRAL TRAINS NEAR CURTIS CORNER AND TAKING NEWSPAPERS, SOMETIMES WITH DOG BISCUIT WRAPPED INSIDE, TO HIS MASTER, E.W. BUFFUM. (*Maine Central Messenger Magazine*)




SANTA FE DEPOT AT INGLEWOOD, CALIF., BUILT 1887, HAS BEEN USED IN MANY FEATURE MOVIES, SOME DATING BACK TO TIME OF CHARLIE CHAPLIN. (*John Drayton, 13 Sycamore Rd., Griffithstown, Pontypool, Monmouthshire, England*)

NEW DIA-FLO CAR, SHOWN IN TEST SERVICE AT A BREWERY, IS UNLOADED AUTOMATICALLY AFTER AIR-CONTROL VALVES ARE ADJUSTED. (*Gen. American Transp. Corp., Chicago*)

# INFORMATION BOOTH

**ASK BARBARA:** Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

**1** *Is Canadian Pacific the only major railway that was never nationalized?*

Yes. *The American College Dictionary* defines *nationalize* as "to bring under the control or ownership of a nation." All major U.S. railroads—but not the CPR—were temporarily brought "under the control of a nation" during parts of two world wars.

**2** *Was any railroad man elected President of the United States?*

No, not as the term is generally understood, although four White House occupants worked for railroads at one time or another.

On July 19, 1834, James Buchanan, then a 43-year-old lawyer, was elected first president of the Portsmouth & Lancaster Railroad that ran near his home in Lancaster County, Pa. (See page 20.) We do not know whether or not he retained that title during his incumbency in the U.S. Senate, 1834-'45. Meanwhile, in 1835, the road was renamed the Harrisburg, Portsmouth, Mt. Joy & Lancaster. It came under Pennsylvania Railroad control April 21, 1849, the year Buchanan was appointed Secretary of State in President Polk's cabinet, and Dec. 29, 1860, was leased to the Pennsy for 999 years, thus becoming part of the PRR main line. (Facts from Walter A. Lucas, rail historian.)

The other three onetime railroad workers sent to the White House were Abraham Lincoln, who handled an Illinois Central legal case and had difficulty in collecting his fee; Grover Cleveland, who spent several months as a New York Central policeman and later, as President of the Nation, called out the Army to suppress the American Railway Union Strike; and Harry S. Truman (the "S" doesn't stand for anything—Truman has no middle name), who once had a timekeeper's job with a construction company that built part of the Santa Fe Railway.

**3** *What is the Erie Commercial RR.?*

A 12-mile switching line at Erie, Pa., with 3 diesel locos and 15 freight cars.

**4** *Supply a motive-power history of Santa Fe's* Chief *and* Super Chief.

Glad to oblige. When inaugurated in Nov., 1926, the *Chief* trains were powered by Pacifics of the 3400 class between Chicago and Kansas City, by other Pacifics (3440's) between K.C. and La Junta, and by 4-8-4's (Mountain-type 3751's) between L.J. and Los Angeles. In 1937 new Pacifics (3460's) began wheeling the *Chief* trains between Chicago and L.J. while Mountains (3460's) whisked them between L.J. and L.A. Later, 3460's covered the entire distance. Subsequently both steam and diesel operated the limiteds, depending upon the availability of power, but in 1946 the runs were fully dieselized with classes 2, 11, and 16.

Meanwhile, in Aug. '35 the Santa Fe had acquired its first diesel passenger locos, 1A's and 1B's, all 1800 horsepower. Two years later the *Super Chief* began operation, on a twice-weekly basis. Ever since then those locos, as well as some 11's, 16's, and 300's, have been handling the runs—except that years ago steam power of classes 3460 and 3765 took over when diesels were not available.

**5** *Are there any hi-fi LP records of Southern Pacific cab-in-fronters?*

Yes. *Whistles West* and *Steam Echoes* have good bands of the famous articulateds. These Railway & Locomotive Historical Society disks may be had at $4.95 each from E. P. Ripley, 15025 Oxnard St., Van Nuys, Calif.

**6** *Did the Canadian Pacific's 4-4-4 Jubilee-type steam engine set any important record?*

Yes, indeed! After making 112.5 miles per hour, No. 3000, class F2, was brought to an emergency stop from that high speed in 78 seconds, covering 7,305 feet from the time of applying brakes till the halt. This was a brake test near St. Telesphore, Que., 38 miles west of Montreal, the engine running eastward on tangent track with a fully loaded tender and 4 cars on September 18, 1936.

Weight of the Jubilee engine and tender, 461,500 pounds; weight of entire train, 905,600 pounds. A CPR motive-power official said she was capable of much higher speeds but that 112.5 was ample for the brake test. The F2 was designed as a lightweight semi-streamlined job. Five were built, as were 20 Jubilee F1's. The latter had 75" drivers as compared with F2's 80". The F1 could not hit such high speeds as the F2.

**7** *On trains having several diesel units, how are those units operated? How many units can one engineman handle at a time?*

Theoretically, according to Sy Reich, one engineman in the controlling unit can handle any number of diesel units in a multiple-unit operation.

Pneumatic connections allow the engineman to control the air brakes on the other units independently of the rest of the train. Thus, he can apply and release brakes on locomotive units while the train brakes are applied or released. Pneumatic connections also allow him to operate the sanders on all units. The electrical jumpers also relay back to the engineman information on overload, wheel slip, hot engine, etc., from the other locomotive units.

The practical limit of the number of units operable on the head end of the train is governed by the strength of the couplers and draft gear. If too much tractive effort is exerted at one end of the train, knuckles will be pulled or other damage done. The maximum starting tractive effort exerted by five diesel units of the GP or F type is the maximum safe limit for draft gear.

More units can be placed on the head end if the engineman is careful not to exceed a drawbar force at starting great enough to damage the couplers. This means he could not use the full tractive effort available to him from six or more units to start the train. However, once the train is rolling, he has available greater horsepower which permits him to reach a high speed faster and to sustain a higher speed over rolling terrain.

Of course, to start heavy trains or move them over grades, more than five units can be used supplying maximum tractive effort if these units are placed in the middle or rear of the train. Under these conditions, the helper engine in the rear will be exerting a compressing

**End was near for this 2-6-6-4 and all other Norfolk & Western steam when photo was made in March, 1957, at Narrows, Va.**
Miss Rosemary Entringer

force on the couplers and draft gear instead of the lead engine's tensile force.

Couplers and draft gear can withstand a much greater compressive force than tensile force. Thus, an almost unlimited amount of pusher power can be used. In a train operated properly with a lead engine and a pusher, there will always be slack someplace in the train. The cars in front of the point at which the slack is found are being pulled by the lead engine and those behind are being pushed by the helper.

Heretofore, operating a lead engine and a helper in the same train has required two crews. The Great Northern has installed experimentally a system devised by Union Switch & Signal Co. which allows the engineman in the lead engine to control the throttle and brakes of the helper engine often more than a mile away, thus lessening the need for two crews. Either radio or inductive communications are used to bridge the gap between the two engines.

## Running Extra

Is there anywhere on earth a photo of the Jeff Davis funeral train? We have never seen one. Neither has Edison H. Thomas, manager of Louisville & Nashville's news bureau. Mr. Thomas wrote a lengthy article about that train for the *L&N Magazine* (Feb. '55) but combed the foremost museums, libraries, and archives of the South in vain for a shot of it. Freeman Hubbard used some of Mr. Thomas's material in his current feature, "Seven Cars Painted Black," but was equally unsuccessful in finding such a photo. Question: why is there no known photo of the Davis train? Southern readers, please answer.

Information on Maj. D. W. Washburn is wanted by Avery von Blon, Jr., Box 6422, BU Sta., Waco Texas. Washburn helped to build the T&P in the 1880's and was killed in a railroad accident near Eddy, Texas. Spot is marked by monument on Katy right-of-way.

"Someone asked about the longest train ever run," states Myrton Brink, 2206 57th Ave., Oakland 5, Calif., and you quoted a man who had written to *Labor* saying he counted 287 cars on a certain train. In 1955, during the hassle over the 'power brake' law the brotherhoods of Locomotive Firemen & Enginemen and Railway Trainmen jointly issued a booklet entitled *Railroad Safety: Long Trains,* with a compilation of maximum recorded train-lengths on various roads, the data being furnished by crews of the trains involved. The longest one listed was 300 cars on the Chicago & North Western. Several 250- and 275-car trains were mentioned."

Information on *Super Chief* wreck June 9, 1948, at Winslow, Ariz., is wanted by Mrs. Leon Moffat, P.O. Box 743, Ceres, Calif., whose husband was the conductor on that train.

Edw. Burger's request (Aug. issue) is answered by Fred Fox, 333 Enxing Ave., West Carrollton, O.: "The 0-4-0 at Lunken Airport, Cincinnati, came from Ohio River Coal Co., Addiston, O., which had two Alco 0-4-0's, both from mines owned by Henry Ford Co. No. 1 was scrapped. No. 2, now in the airport museum, was built in Sept., 1920."

David Lusting, 6708 Mammoth Ave., Van Nuys, Calif., wants dates of abandonment of all D&RGW narrow-gage lines, also Silverton Northern's history and engine numbers.

Several readers have told us, in reply to a question, that the brilliant Herbert L. Baldwin, then Boston & Maine publicity manager, coined the phrase, "That's a hell of a way to run a railroad," for a newspaper ad years ago answering public criticism of B&M's inability to return to normal operation immediately after a blizzard. Today, retired from railroading, Mr. Baldwin is president of his own public relations firm at Lincoln, Mass., reports Jack Haggerty, Box 51, Boston 1, Mass. •

# INTERESTING RAILFANS

## Number 11: Miss Rosemary Entringer

THE MANAGING EDITOR of *Trains* magazine has much in common with our own Barbara Kreimer. So much, in fact, that *Trains* readers sometimes address her as "Barbara" Entringer. Neither woman came from a rail family. Neither was born above a passenger depot nor cut her baby teeth on a gasket nor even worked for a railroad company. Both the bright-blue-eyed Barbara and the greenish-blue-eyed Rosemary entered railroad journalism some years ago through the back door, so to speak, as editorial secretaries.

Rosemary admits (shamefacedly, we hope), "I didn't ride a train till I was fifteen."

Dave Morgan, editor of *Trains,* must have writhed inwardly at this admission. But Dave is broad-minded. He has forgiven Rosemary for the emptiness of those early years, realizing that ever since 1948, when she joined the staff after working for the *Encyclopedia Britannica* and the Milwaukee *Journal,* she has been doing her best to live them down. She became managing editor about eight years ago.

"For my first few months of employment at *Trains*," Rosemary recalls, "I looked upon railfans as strange ducks. They used unfamiliar terms, stayed up crazy hours of night to watch strings of boxcars rumble by, and collected pictures of locomotives that, in those days, all looked the same to me.

"One day I took my first railfan trip, with a fellow employee, Betty McKenzie, on a steam-powered special from Milwaukee to my native city, Madison, Wisconsin, sponsored by the National Railway Historical Society, Wisconsin Chapter. A newspaper photographer discovered that Betty and I were among the few girls not attached to men. We were not flower-pickers, we carried cameras, and we spouted authentic-sounding jargon. So he asked us to pose beside the driving-wheels of an 0-6-0. When we did, such an outcry of anguish went up from veteran fans that we fled before the picture could be snapped. We learned then that *nobody* is allowed to cover the vital parts of a steam locomotive spotted for photography."

Since then Rosemary has come to understand the railfan breed and is proud to be one of them. She has even accumulated a few railroad souvenirs and some *objets d'art* such as a choice shot of the Reading's 2124 that Don Wood gave her. This photograph hangs in her office companioned by an original Howard Fogg painting of a Milwaukee 4-8-4 and a large Steinheimer night portrait of an Espee Mogul.

As deadlines near, she often burns midnight electricity. What does she do? Writing, rewriting, copyreading, research, photo selection, layout direction, proofreading, liaison with composing room and art staff, a mountain of correspondence, manuscript reading, jobs in the book department, and washing the coffee pot.

She often takes railroad photos, too. Since 1958 these have been almost exclusively color slides.

"Working with words and pictures," she states, "is a satisfying experience."

When her top editor is out on the road, which can be frequently, R.E. is responsible for the magazine. Dave regards her as a shining example of women-in-railroad-journalism. Rosemary knows, for example, that there is no comma in "Chicago North Shore & Milwaukee," that in our business "B-B" means a diesel unit and never a French actress, and that locomotive numbers are very important and should be printed correctly.

"She's copyread and proofread literally millions of words and figures on railroading," Dave points out, "both for *Trains* and our hard-bound book line. And I will say flatly that we have even fewer typographical errors than some really-big-circulation magazines. Such luster as many of our bylines have is due in no small measure to her expert rewrite care. As for myself, I wouldn't let a line of my own copy into print unless she's seen it first."

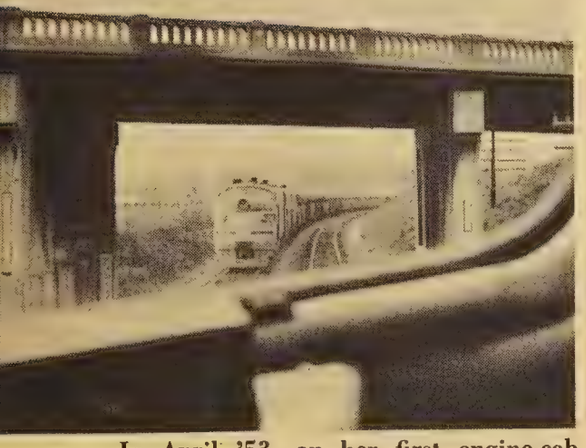
But outside her magazine office the pretty lady can be forgetful. Once when she was returning with Dave from a Chicago press party she left her purse on the *Hiawatha.* Well, sir, Dave made a fast sprint back to the depot. Got the purse, too, ahead of the highball.

Rosemary comes from Irish-German stock, is 5 feet, 4, and single. She weighs 128 pounds. Among her pet peeves are parents who let their three-year-olds answer the telephone and bores who insist on giving you a complete rundown on a TV program they saw the night before and you didn't wish to see.

She is very fond of animals, all kinds, especially huge dogs. Also goes in for travel, reading, flower gardening, and classical music and has a connoiseur's taste for fine paintings. She winters in Milwaukee within easy access of the Kalmbach building at 1027 North Seventh Street but spends the hot Wisconsin summers at her parents' rural home 20 miles to the west. At last reports, she had again sworn off smoking. Maybe she means it this time. ●

**(No. 12 will be Edwin P. Alexander.)**

**Rosemary uses sun glasses now and then, doesn't need reading glasses.**



**In April '53, on her first engine-cab ride, Rosemary took this shot from the cab of Chesapeake & Ohio EMD No. 4002 en route to Huntington, W. Va.**

# ANYTHING FOR A LAUGH
## by Bill Knapke

**"Smart aleck student is running to the wrong hack. I hope he gets it."**
Drawn by Joe Easley

IF YOU are an oldtimer, you may recall days and nights long ago before the "Hours of Service" law went into effect, when you had been on duty for about thirty hours continuously and were feeling tired and grouchy, and maybe a boomer brakeman cheered you up with some of the same jokes I am about to relate.

Say, for example, it was a cold night and your train took siding in a canyon to wait for Number 9. The snow blowing in on your side of the cab had whitened the glass so that you had to keep the window open to see it all. And you were worn out from long hours. You swore at yourself as an idiot for having gone railroading instead of getting a decent job where you could stay home in bed on a winter's night.

Your brakeman grinned. He was a tall lean youngster and had just ducked in under the storm curtain.

"You remind me of a hogger named Ed Panghorn," he said. "Ed was very religious. Never used profanity, tobacco or liquor. One night the forward truck of our tender was derailed. After several attempts to rerail, we discovered that the spring chafing-iron on the tender had slipped by the solid chafing-iron on the engine, which kept the truck from slewing back on the rails. I went off to phone for help.

"When I got back, Ed had the apron up and was pecking at the chafing-irons with a very long bar and damning it softly. 'Why, Ed,' I said, 'I'm shocked to hear you use such language!' Peering over the top of his glasses, he replied, 'Well, Bill, it vexes me so.' "

At that moment our skipper climbed into the cab, saying: "Two sections of 9, the second section about twenty minutes late, but the dispatcher won't give us anything on them."

Then he said: "We all know there was no standard for building freight cars long ago. When a master carbuilder figured where *he* wanted to place the train-line it was likely to be near the corner of the car or almost under the drawbar, the result being that in many cases the air-hose wouldn't couple. To overcome this, somebody invented a splicer hose, a short piece of hose with a coupling head in each end. We called 'em *monkey hoses,* others called 'em *dutchmen,* but the commonest term for a splicer hose was *dummy*. A supply of 'em was carried on both the engine and caboose.

"One night while running trains on the Louisville & Nashville, we picked up a car and when I tried to couple air, the hoses would not reach. So I told my head brakeman, who was a green student, to run over to the engine and get me a dummy. 'Sure, cap,' he said, and away he went. After quite a wait, he came back accompanied by the hogger and fireman. 'Cap,' he said, 'you sent me for a dummy, but I didn't know which one, so I brought 'em both.' "

Just then a train came by, 1st 9, and gave the long and two short blasts of the whistle that said she was carrying the "Irish." You acknowledged the signal with the customary two short blasts, after which the fireman told this story:

"One time, when I was changing jobs, I was at a little Tennessee station named Dickson on the NC&StL. Standing idly on the platform, I watched a local freight crew switching and I heard one brakeman yell: 'Harry, run over to the engine and tell Cousin Paul to have Uncle John slack ahead easy like. Grandpa's got his whiskers caught between the couplers.' "

At that point 2nd 9 came roaring past and you pulled out of the siding in the canyon. That interchange of ancient jokes had made us all feel better.

I OFTEN THINK of funny incidents I ran into in those days of wandering along the boomer trail. I remember working in the Denver & Rio Grande yards at Pueblo with a character called "Hee-Haw Mike." He got that monicker because when he talked he brayed like a mule, especially if he was drunk. In fact, he'd broken Rule G so often that he was blacklisted on a lot of roads. Well, one day Mike hit Joe Elliot, the Pueblo yardmaster, for a job.

"Nothing doing," said Joe. "I'd only have to fire you again for boozing."

But Mike argued so earnestly that Joe, to get rid of him, said: "You go talk to Old Tige (the superintendent). If he wants to hire you, okay, but I won't."

So the rednosed boomer went up to old Tige's office, and the brass collar stated: "Mike, if you can show me one —just one—good clearance (service letter) from any road, I'll put you to work."

"All right," agreed Mike. "I'll go and get yuh one outta my grip."

Thereupon he walked uptown to a Chinese laundry and broke off an 8x10-inch segment of a Chinese laundry-charactered sign. This he took back to the supintendent and slammed it down on the desk.

"What in hell is this?" Old Tige roared.

"Why, that's a clearance off the Hong Kong Central, yuh so-and-so. Can't you read?"

Well, the brass collar found it so funny that he put Hee-Haw Mike to work and that's how I happened to meet him. When I left Pueblo a coupla months later, he was still working there and, strangely enough, was strictly "on the water wagon."

A Western Pacific story comes to mind. After finishing his student trips and being marked up on the extra board at Portola, California, a certain young fellow was about to make his first pay trip as brakeman. As luck would have it, he caught the *Exposition Flyer,* No. 39, down the canyon to Oroville. The idea of starting out on such an important train made him jittery, but he recalled that the brass collar who'd given him his switch key had said, "Anything that can possibly arise is provided for in the book of rules." And he had his book of rules, so he felt safe.

While inspecting the interior of his train that night, he saw a female passenger's posterior projecting into the aisle from a lower berth. Hurriedly he skimmed through the rule book. One rule said: "In the event of an obstruc-

tion upon or near the main track, a red lantern will be placed thereon or appropriately adjacent, and proper flagging precautions taken."

The young shack didn't know what to do about "proper flagging precautions" in this case, but he did set a red lantern in the aisle near the "obstruction." I'll skip over the part where a traveling salesman on the train misinterpreted this signal. The indignant woman complained to the president of the road, and the brakeman was given ten days off without pay.

I DUNNO where I heard the old one I'm gonna tell you now. It has to do with the days of the potato famine in Ireland when many immigrants sailed to America to work on the railways. Pat had been in "the States" quite a while when a cousin, Terry, came over. Pat had a job with a section gang. On Sunday he showed Terry the local sights. As they climbed the brow of a hill, with the railway track at its foot, a passenger train roared by, dove into the tunnel, and disappeared, leaving only a wisp of smoke behind.

"What do ye think of thot?" asked Pat.

" 'Tis great," said his cousin," but it wud be hell if she iver missed thot hole."

Run into a bunch of oldtime boomers —if you can find any left—and you'll get an earfull of tall yarns. Like the time a half-dozen of us were in a Chicago gin mill, with each guy trying to out-lie the others. I remember one gent who was named "Slim" Harbin.

"You fellers know Dude Brown, don't you?" Slim asked, and most of us did but a couple shook their heads.

"Dude's a character," Slim went on. "He dresses like a tailor's mannikin and has a mug like a senator. He and I was workin' for the Milwaukee Road outta Great Falls, Montana, a few years back, and one afternoon we walked uptown together. At a street corner we found ourselves blocked by a long funeral procession. Carriage after carriage rolled by, some of 'em filled with flowers.

"Dude turned to a stranger and asked, 'Who's the stiff?' The local citizen answered coldly: 'That, sir, is the funeral of T. M. Wyman, a locomotive engineer for the Great Northern Railway.' The Dude grunted. 'Eagle-eye, eh? Well, they'd better lay a rock on his head, for if he should look back and see that long drag behind him he'd sure as hell double into the cemetery.' "

After the laugh had died down, a boomer named Bechely chimed in: "A while back I was workin' on the Canadian Pacific and at Moor Lake we stopped at a beanery for lunch. While my crew was eatin,' a brakeman came in. 'I'm short on time, sister,' he said. 'Just gimme a ham on rye and a cup o' Java and rush it.' The waitress laid the sandwich on a plate and slid it down the counter. While she was drawing coffee, the shack lifted the upper slice of bread, peeped at the two-bit-size piece of ham, and slid the plate back up the counter. 'Shuffle 'em again, sister,' he said. 'Ya dealt me the joker.' "

A quiet chap who had been listening to the bull session then spoke up.

"Some time back, I was switching for the Kansas City, Mexico & Orient at Kansas City. One afternoon on a street corner I ran across Haywire Mac, the famous boomer switchman and writer, and of course we hadda go into Murphy's for a drink. We got a couple scoops of suds and sat down at a table to talk things over.

"A fellow named Windy Barker was leaning against the bar regaling a coupla home guards with hot air. He was spieling about the many roads he'd worked for and the wondrous sights he'd seen. About halfway down the bar, a guy plastered to the eyebrows was gravely taking it all in.

"After listening a few minutes, the inebriated gent wobbled over to Windy and said: 'Excuse me, my fren', but did ya ever have delirium tremens?' The surprised Windy shook his head. 'Then,' the drunk said mournfully, 'ya ain't been no place nor seen anything.' With that he carefully tacked a course to the door and out. I thought Mac would fall outta the chair laughing. He sure had a mighty guffaw."

**"I wouldn't mind their using the track if they'd stop trying to outrun us."**
Drawn by Joe Easley

ABOUT 1906 I was running the Espee's mountain local between Colton and Indio, California. One afternoon we headed in at Ordway for Number 4. We were there so long that all the retainers leaked off. So when 4 came and we pulled out, the train gathered speed rapidly. As the hogger went to pinch 'em down, an undesired triple action occurred. The caboose's rear truck was up against the possum belly, the sills on two wooden-frame oil cars were cracked, and the rear truck of the seventh car ahead of the crummy was clear up under the middle of the car. I'm citing the roughness of the stop so you'll appreciate what follows.

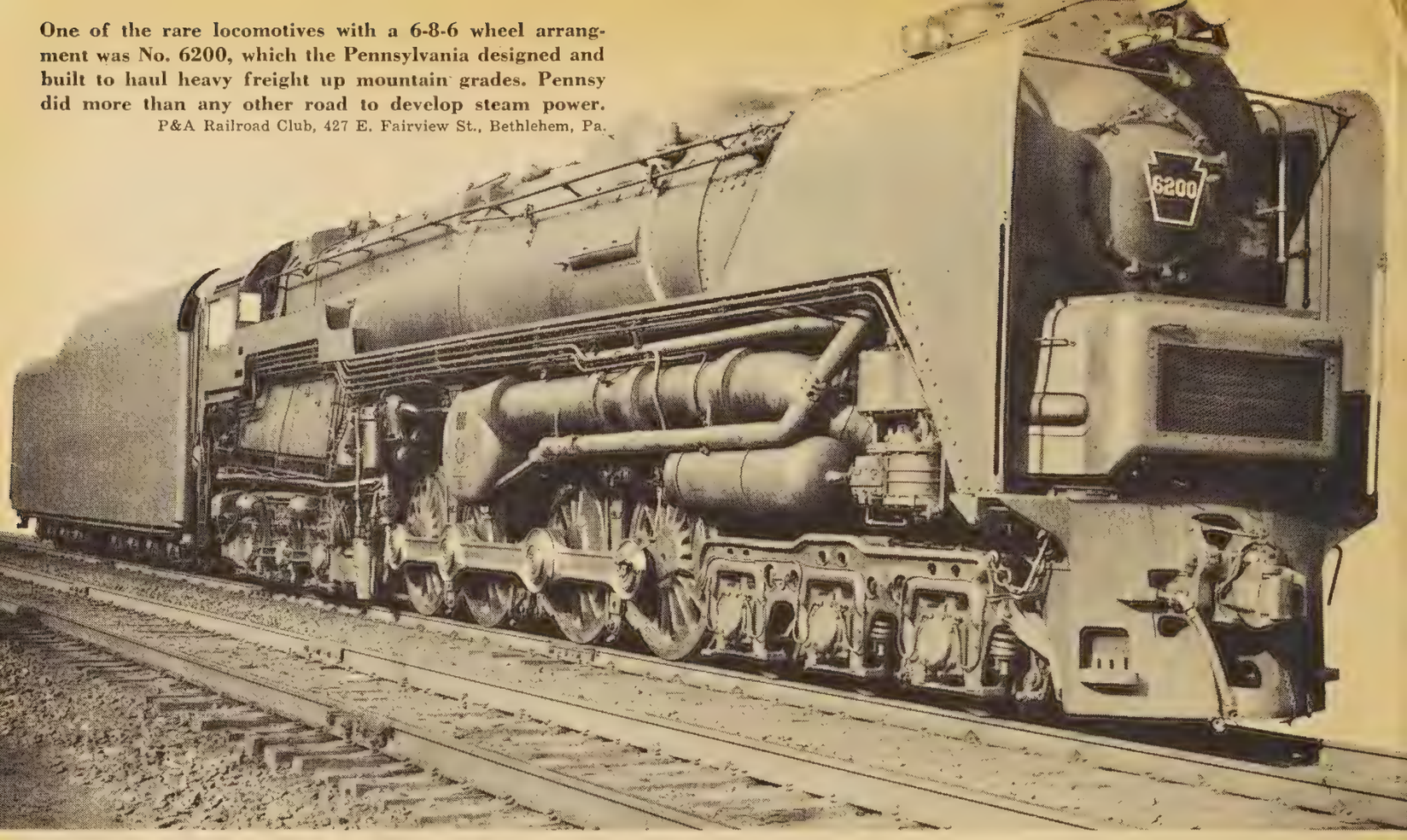
Frank Lillis, my rear brakeman, was down on the bottom step ready to get off at the derail. The great slam tore him loose from the grab-irons, tossing him outside and down a bank. How he ever held his feet I don't know. After dancing madly across the right-of-way, he brought up against the fence and clung to a post, waiting for his head to clear. A little girl in a pink pinafore, with big blue eyes, ran across the road to him and asked: "Mister, please do that again so mamma can see you."

For a second or two Frank glared at her. Then the humor of it struck him and he laughed till the tears rolled down his fat cheeks.

Then there's the one about a little boy whose father was "the brains" on a Wabash turnaround local. One day the kid made a trip with his old man. Next day he played train in the living-room of his home, using furniture to represent the engine and cars, and pressed his mother into service as an extra-board engineer. When his make-believe train was ready to start the lad waved his cap and shouted, "Get going, you sonovabitch!"

The mother lectured him for using such language. After listening impatiently for a while, the brat pulled out an imaginary watch and studied it. Then he said: "Well, if that ain't just like a damned hoghead, standing there and chewing the rag while we're ten minutes on Number 40's time already!"

And these, my friends, are a few examples of humor on the roaring road. If you know any more railroad jokes, please send them to me at 9-A North Lane, Orinda, California. I was ninety-two last July 17th but I'll never be too old for another laugh.




**One of the rare locomotives with a 6-8-6 wheel arrangment was No. 6200, which the Pennsylvania designed and built to haul heavy freight up mountain grades. Pennsy did more than any other road to develop steam power.**
P&A Railroad Club, 427 E. Fairview St., Bethlehem, Pa.

## Mail Car

*(Cont'd from page 12)*

of its passenger trains and only sees an occasional freight. I need pix, anecdotes, etc., for a division history."

OVERSEAS. "I seek railfan pen pals," writes Mr. Jatindra Narayan, Nayabazer, Bhagalpur City, Bihar, India, "especially those who want Indian Rys. timetables in trade for North American timetables before 1930. Years ago I subscribed to *Railroad Magazine* but no longer do so because I can't get foreign exchange. I do not know of any place in India where your magazine is sold. Maybe someone will send me an old copy."

Japan's new Tokaido trunk line, the first broad-gage route in the 90-year history of Japanese National Railways, will link Tokyo and Osaka, 344 miles, with an anticipated running time of 3 to 3½ hours, and will be completed before the Tokyo Olympic Games open in 1964. Test runs on the six-mile stretch from Kamonouiya to Oslo are expected to hit 124 mph.

"I am located 85 miles from Tokyo," writes Rev. W. K. Viekman, 78 Motoyanagi-Machi, Kofu-Shi, Yamanashi-Ken, Japan, "and have been reading *Railroad Magazine* since 1949. This town (Kofu) is a terminal in the sense that electrification ends here. Trains to the west are hauled by 2-8-2's or diesel's; 2-6-2T's handle the yards. Electric MU's run on a branch out of Kofu. Branch freights are pulled by box-cab Dick Kerr electrics. Tell Steve Maguire we also have an interurban trolley line here."

Travelers over 66 years of age are entitled to 50 percent reduction in fare on Swedish State Railways. The tourist who wishes to take advantage of this discount simply purchases "The 67 Card" at any ticket office for $2.

Walking the ties on Yugoslav railways is forbidden but 9-year-old Tamida Andonova will get a reward for doing it, the Belgrade paper *Politka* reports. She took to the ties because the footpath was flooded, and discovered a broken rail, notified a working crew and thus saved an express train.

French National Railroads are replacing 358 steam locos on its Paris-Strasburg run with 143 electrics and cutting 68 minutes off express time between those two points.

AFTER riding the Seattle World's Fair "monorail," E. J. Quinby, honorary president of Electric Railroaders' Asso., says its cars are just as high a meta-center as on conventional railways.

"The car deck is above the weight-bearing wheels running atop the beam," he writes. "An auxiliary structure hangs down from each side of the car to support the wheels that serve as guides and prevent sway. This is concealed by streamlined aprons which gave the erroneous impression that the car itself hangs down below the running rail.

"This articulated train—4 units permanently coupled—has a total length of about 1½ PCC cars. Each unit has 4 rubber-tired weight-bearing wheels plus 8 rubber-tired guide wheels, making a grand total of 48 wheels for the articulated streamliner. It runs as smoothly and swiftly as a PCC. There are two 'tracks.' Each train shuttles back and forth on its own track. No track switch. The track is a reinforced concrete I-beam spanning the gap between reinforced concrete supporting columns. A metal third rail and a fourth rail supply DC electric power alongside the track.

"As an engineer, I am not convinced that this monorail design is the logical solution to mass transportation problems in our big cities. It does not appear to be either practical or economical. While the suspended-type monorail offers some advantages in stability at high speeds, this one is no more stable than our conventional design of railroad and is more expensive to build. On the average, the supporting structures cut off as much sunlight from

the area beneath as do the more familiar elevated railway structures."

NEW British Railways schedules of 360 passenger train shows a speeding up from between 10 and 90 minutes per run as compared with last year. The *Flying Scotsman's* timing has been cut by over an hour. This is one of three daily expresses in each direction between London and Edinburgh making the 392 miles via the East coast route in exactly 6 hours. Another famous train, the *Golden Arrow,* shows an overall reduction of almost an hour in its London Paris journey. The *British Golden Arrow* runs only between London and Dover; the rest of the trip is made by Channel ferry and a French version of that train. The speed-up on many British runs was made possible by the introduction of high-powered diesel and electric locomotives, including the 3300-hp *Deltic,* the world's most powerful diesel of its type.

British Railways car 12,757,128, perhaps the world's most photographed car, has been appearing in feature movies ever since Alfred Hitchcock's film, *The 39 Steps,* was made before World War II. It is currently being shot in *The War Lover.* This car has just one side, the other side being open so that cameras can click the interior action. It has been the scene of scores of assaults, robberies and murders. In several films it impersonated an *Orient Express* car.

Anthony Armstrong-Jones, the professional photographer who married Britain's Princess Margaret and became Lord Snowden, has just been given a gold medal which entitles him and his heirs to ride free on the narrow-gage Snowden Mountain Ry. in Wales.

MOGUL article in our October issue evoked these notes from W. R. Osborne, 1019 S.E. 12th Ave., Deerfield Beach, Fla.: "DL&W's first 2-6-0 was Lackawanna & Bloomsburg No. 21, the *John Brisbane* (Danforth, Cooke & Co., 1866). After being renumbered 21, then 411, she was sold in 1906 to the Atlanta & St. Andrews Bay. Moguls did not bow out in 1912 when the road acquired freight Pacifics but they did stop handling redball runs. Many 2-6-0's were built between 1906 and 1908. I have a shot of No. 546 made in 1935 at Bloomsburg, Pa. The only DL&W 2-6-0 with a feminine name was No. 111, *Edith.*"

Ex-Waynesburg & Washington Mogul No. 4, mentioned in same article, was donated by the Pennsy in 1958 to Greene County Historical Society and has since been on display in Waynesburg, reports Bob Brendel, 71 S. Washington St., Waynesburg, Pa. Bob is compiling a W&W history for the Society; needs facts and pix, especially of engines *Gen. Greene* and *Gen. Washington,* two W&W oldtimers.

BRIEFLY SPEAKING. Recent meeting of Weyerhaeuser stockholders included a train ride on the company's Columbia & Cowlitz Ry. through the big woods to the Toutle River, reports Henry Korman, 2640 Garfield St., Longview, Wash. For this trip the company borrowed 24 coaches from various railroads, besides chartering 20 buses.

Two days before this issue of *Railroad Magazine* hit the newsstands, construction was due to begin on a large Transportation & Travel Pavilion for the 1964-'5 New York World's Fair. The Long Island was the first railroad to sign up for exhibition space.

Canadian National passenger trains are flaunting a new color scheme. The diesels have an orange-red nose centered around a white flowing CNR symbol while the sides are painted black and white diagonal stripes. Cars are white with a wide, horizontal, black stripe. Roof and undercarriage are black.

Plattsburgh RR., which hadn't run a train since Sept. '59, has just received Public Service permission to abandon its 11½-mile line in New York State.

Fighting hard for freight traffic, the aggressive management of Erie-Lackawanna has just lopped more than seven hours off the running time of train No. 100, the *Flying Saucer.* This fast freight now gives second-morning delivery of piggyback and other merchandise from Chicago to the Boston area.

"A wood-sided caboose with an underslung snowplow, standing behind the Canadian National station at Gananoque, Ont., bears the letters TIR and is, I believe, the last remaining rolling stock of the Thousand Islands Ry., a 4.7-mile line now part of CNR," writes Sam Breck, Jr., 71 Norton, Clinton, N.Y.

OUT WHERE THE WEST BEGINS, railroading ain't what it usta be. Take the CRI&P signal-construction gangs working out of Rock Island, Ill. Those men are luxuriating in such innovations to usual bunk-car living as forced air heating, latex foam rubber mattresses and electric blankets, shower facilities and aluminum windows with screens and storm windows. Topping off the homey comforts of the completely refurbished bunk car is a recreation room at one end, complete with lounging chairs, television set and writing desks. Oldtimers, please comment.

"How's this for an oddity?" asks Ed Wojtas, associate editor of *The Rocket* (Rock Island Lines). "Near Kanaranzi, Minn., we took down bridge 2867 (designating 286.7 miles from Cedar Rapids, Iowa) and loaded it onto a gondola with the same number.

After being lost two weeks, a diesel locomotive unit of the Northern Pacific's wrecked *North Coast Limited* was found in muck at the bottom of Granite Lake in Idaho.

Don't blame Joe Easley for CGW error in *Along the Iron Pike* for August. Joe used material from Jim Seacrest. Actually, according to Clayton Koppes, it was the discontinuance of service on the Minneapolis-K.C. line, not Chicago run, that left the Omaha route as CGW's only passenger service.

An experiment in "bargain special" fares on all non-rush hour suburban trains of Chicago & North Western began August 1 with reductions of more than 50 percent under regular fares from many stations. Designed to boost off-peak riding, it is similar to reduced telephone rates during off-peak hours.

Pullman-Standard's 100,000th boxcar of the PS-1 type rolled off the assembly line recently at the company's plant in Michigan City, Ind. This type was adopted in 1947 under a standardization program. The new car was painted gold and numbered MILW 2150 as part of a Milwaukee's order of 605 freight cars.

One hundred years ago (July 28) the first experimental railway postal car in America—complete with sorting racks, pigeonholes and a little iron stove—was put in service between Hannibal and St. Joseph, Mo., on what is now part of the Burlington Route. It served as a tiny link in transcontinental mail service, which extended west from St. Joseph by stagecoach and at one time by the famed Pony Express. Today, 1,844 railway postal cars, requiring some 10,500 Post Office employees, are carrying about 25 billion pieces of mail a year.

ARCHITECTS are concerned over the proposed razing of New York's Penn Station, with its spacious nine-acre interior inspired by some of the great buildings of ancient Rome.

In a move to prevent the "beheading" of the station—to be supplanted above ground by a hotel, a 34-story office building and two sports arenas—about 200 architects picketed the structure the other day, carrying signs which called for saving the 52-year-old terminal.

Penn Station contains tons of expensive marble imported from Italy. Its design was patterned after the Roman baths of Caracalla. The main waiting room compares in size to the nave of St. Peter's in Rome.

# MAIN-LINE RUNNER

## Fiction Story by William J. Parry

Retired Engineer, Canadian National Railways

ILLUSTRATED BY JOE EASLEY

OLD SAM OWEN'S cottage on Main Street faced the marshaling yards of Selkirk terminal, deep in the Canadian Rockies. Sam himself pulled the throttle on Mountain type racers of the east- and westbound *Continental Limited,* high-stepping varnished jobs of the Canadian Central. He was a sober-faced man, nearly sixty-eight, short but heavy-set, and had two railroading sons, Dale and Hugh.

Dawn was breaking. Pale bands of light appeared in the east, caressing the purple outlines of snow-covered peaks. Sparrows under the eaves of the Owen abode began a sleepy twittering. A rooster crowed. Dale tumbled out of bed and yanked the covers off his still slumbering brother. Hugh grunted a protest.

For a few minutes Dale stood quietly at the window, watching the mountain and valley. Selkirk yards, with its puffs and plumes of engine smoke, fascinated him. Out on the rails a vast wheat movement was under way. His brown eyes followed the swinging lanterns of switchmen assembling long lanes of grain cars, but his chief interest centered on Number One, the *Continental,* now moving proudly through the maze of tracks. His father, Dale knew, was handling the big 6000 locomotive.

His ears caught the long-drawn-out wail of her whistle. He'd recognize it anywhere. Number One was speeding into town "on the advertised." Her shimmering headlight beam came into view, danced for an instant on the bedroom window, and then picked up the switch-tender's highball. Two short blasts of triumph burst from the whistle's throat. The train rolled down the main stem and gradually slowed to a station stop.

These sights and sounds registered indelibly on Dale Owen's brain. He knew that twenty minutes later the westbound *Continental,* with a fresh crew, would be on her way to Vancouver and the blue Pacific. Turning to his brother, now fully awake, he cried, "Gee, it must be great to be a main-line runner!"

Hugh shot a quizzical glance. "Like Dad?"

The older boy nodded.

"Well, brace yourself!" Hugh told him. "Dad said only last night that when you finished your apprenticeship he expected you to work at the Fort Rouge shops for six months to qualify for machinist's papers. He wants you to—"

"Yes, yes, I know. Climb to an official's dsek," Dale cut in. "That may be his idea but it's not mine. Today I'm going to ask Old Man Robson for a job firing. So it's up to you, kid, to be the machinist in the family—if you like."

An hour later, after a breakfast of bacon, eggs, coffee, and home-made apple pie, the two boys headed for the roundhouse and punched a time clock. Hugh went straight to his task of packing grease cellars, while his brother stepped decisively through the door marked "Locomotive Foreman."

Dan Robson, fat and pudgy, with a tiny bald spot on his gray head, looked up as the youth approached his desk.

"What's it now?" he asked.

Dale came right to the point. "Mr. Robson," he said, "I'm resigning as machinist helper and I want you to start me firing. You need firemen, don't you?"

"Ye-es." Mr. Robson rubbed his chin thoughtfully. "But we need machinist helpers, too. Does your father know about this?"

"No, sir. But I'm old enough to decide my own life."

"Hm! I guess maybe you're right." The foreman dug out an application blank and handed it to Dale.

"Fill this in, take it to the clerk, and

**It seemed to Dale Owen that the whole mountain side was thundering down upon them.**

A RAILROAD classic, copyright 1943 Popular Publications, Inc.

get a student's form to ride engines and learn how to handle the stokers."

DALE passed through the door into the outer office, where the chief clerk fixed up his papers. That was the beginning of Dale Owen's engine service. He worked conscientiously on his student trips and was okayed by the men with whom he rode. A willingness to be shown made him popular.

The ex-machinist smiled happily as the crew dispatcher chalked his name on the fireman's side of the extra board. He was now a full-fledged fireboy, ready for call. But three years must pass, he reflected, before he could take the engineers' examination. Three years! That was a long time. He'd need patience to buck the spare board and work up to a regular run.

He soon learned there was no short cut to a locomotive throttle. Automatic stokers had a bad habit of going haywire on the heaviest grades. At such times he had to grab the scoop and heave coal until his back was sore and his arms weary.

Coming and going at all hours of day and night, Dale seldom saw his father. But when they did meet, the old man did not mention his disappointment.

For Dale every trip was an adventure, with problems to be solved. Heavy winter snows, a sudden spell of warm weather, an unusual spring rainfall—these things put you on your toes. Always ahead of your train is a trackwalker covering his beat, watching for fallen rocks, while the gandy dancers fight to build up what the elements tear down. The Canadian Central wound around curves, over bridges and culverts, through tunnels and rocks, following the turbulent rivers. Dale loved this life on the roaring road.

One fine April day a long-awaited bulletin was posted on the notice board. Dale joined the eager group milling around the board. He saw that his name was first on the list of firemen ordered to report to the road foreman of engines for the third-year mechanical exam.

Because of his roundhouse experience, he had no difficulty with the oral and written examination. Locomotive breakdowns and their quick remedies were no mystery to him, neither was the intricate working of the modern airbrake.

A week later he wrote the "A" book of standard rules, "the railroaders' Bible," and had the thrill of a lifetime when his name was removed from the fireman's seniority list and placed on the engineer's.

That night at eight o'clock the telephone jangled in the Owen cottage on Main Street. The crew dispatcher was calling Dale for ten o'clock, Extra 4301 west, with a student fireman named Seely. Laying down a newspaper, Dale accepted the call. He tried to appear calm as he picked up his well-filled lunch bucket, tucked a new suit of overalls under his arm, and started out.

AN HOUR later he backed a powerful Santa Fe type engine down the eastbound lead of the yard and tied onto the extra. He felt uneasy, maybe because he had a student fireman who probably was not yet familiar with mechanical stokers. After Dale had made a standing test of the train brake in response to the car inspector's signal, the conductor, Jim Lytton, hurried up to him with the orders. Lytton flashed his lantern in the youth's face.

"Dale Owen, hogger, eh? And a green fireman. Well, you'll have to strut your stuff tonight! We've got a tonnage train, and Number One's right on the dot!"

Dale compared the flimsies with the clearance. Orders were all there. He read them aloud to the fireman, but they were Greek to the student. One was a speed restricting order between two points because of a recent rock slide. The next two covered meets with westbound freights at Spiral and at Clearwater, and a message not to delay either of these trains. Another message warned him that Number One was on time. And he had to go to Summit to clear the passenger.

Dale was in a tough spot. The task ahead of him would have put an experienced runner on his mettle—and this was his first trip! From the caboose a lantern rose and fell, Conductor

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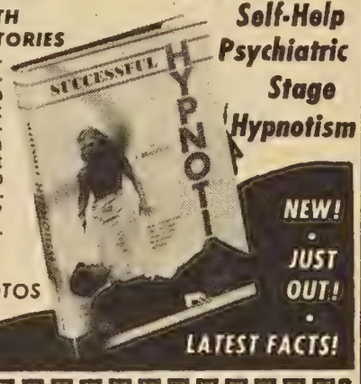


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Lytton's signal to "Start 'em rollin'." With a rattle of drawbars the ponderous engine took up slack. Then she surged ahead; the extra swung slowly out of Selkirk yards.

The grade to Spiral, which was not heavy, was followed by a fourteen-mile drop. The first meet should be easy, thought Dale. Rolling into the tangent at Spiral, he tried in vain to pick up the siding switch through the smoke pall that whipped down over the cab window. He told his fireman to widen on the blower valve. The blower failed to lift the smoke.

When the hogger started braking his train he was close to the switch and ran by. Fortunately, the westbound freight had not arrived; but by the time he had backed up, ready to head in, the freight was pounding down the main.

Twenty minutes slipped by before he got in the clear, and the merchandise was on its way. As Dale pulled past the station, the operator hooped up a yellow slip. The runner yanked it from the hoop, tossed the hoop back to the op, switched on the order light, and read:

"Explain why you delayed extra 4304 twenty minutes. Answer at Clearwater. OD." Well, that was the message.

The young engineer nervously scribbled his alibi on the back of the manila slip. If he made another bull on the meet at Clearwater, both trains would be stuck there for Number One—and they would have to "saw" the great *Continental* by! If he didn't go to Summit for the *Continental* there would be trouble.

BOUNCING around the curve into Clearwater, he called to the fireman to keep a sharp eye open for the switch. But the student was having trouble with his stoker, which balked occasionally. Jumping over to the left side of the cab, Dale saw that the second section of the hotshot was holding the main. The switch was lined for the passing track and the brakeman was giving him a high sign. Dale let his engine drift into the passing track.

The operator had the east switch open and signalled a highball. Dale tossed off the message to the train dispatcher covering the delay at Spiral, and hoped the operator would forget it. But alibis don't count in mountain runs. Train sheets must show results.

For a mile out of Clearwater the track is level, then the rails climb straight up for twenty-two miles to summit. Dale had two hours to climb the grade and to clear Number One by five minutes, as required by rule. Twenty-two miles in an hour and fifty-five minutes is little better than a walk, yet on a grade like Summit it meant a wide-open throttle and pistons working full stroke.

Halfway up the grade the stoker cut capers. Dale kept his head and eased the throttle, but the green fireboy grew excited. Instead of hand-firing until the defect could be located, he tried reversing the elevators. It was no use. Not until the engineer located the block of wood in the left elevator did they get the stoker feeding coal.

During all this time, steam had fallen rapidly. The air compressor had slowed likewise. A few more exhausts and the brakes would begin creeping on. The inexperienced fireman raced the stoker, crowding an almost dead fire with fresh coal. Dale dived for the stoker valve. Too late! For a while the big Santa Fe dug in. Then with a final spasmodic grunt she gave up.

Dale instructed the head brakeman to walk back to the caboose and inform "the brains" they'd have to double the hill. The brakeman, muttering imprecations, grabbed his lantern and began the trek to the hack. Before long a lantern signal called for slack on the pin. Dale eased the slack back. Then he pulled ahead. The extra with half her train toiled up the long grade to Summit. Leaving the cars on the passing track, Dale backed down the grade for the rest of the train.

Meanwhile, Number One had arrived at Summit. The crack limited cooled her wheels for more than an hour before the extra was in the clear. As their engines passed, the young runner caught a fleeting glimpse of his father's stern face.

Dale drifted down to the water plug and spotted the large tank for water. The train-order signal displayed a red eye. Dale knew he was wanted in the telegraph office: Easing his tall frame down the gangway, he trudged into the station, opened the door of the telegraph office and read the message lying on the instrument table. His eyes narrowed. The chattering telegraph instruments seemed to pound at his temples as he stared at the words:

"To cond. and engr. Extra 1301 at Summit. Wire immediately cause of delay to Number One."

The message bore the super's signature. Dale was stunned. He had given his best and failed! The operator shoved

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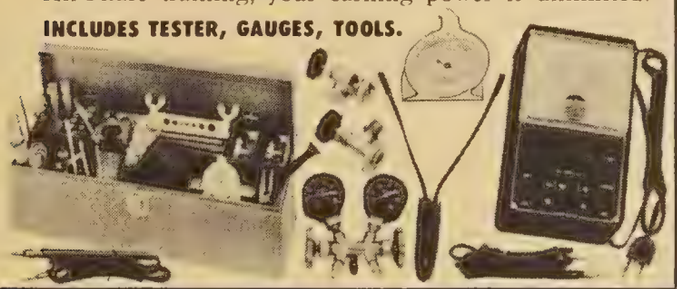

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a telegraph form and pencil across the table to him.

Dale stared at this imperative demand. He tried to find something to say, an answer that might clear him. The youth had often heard oldtimers say the art of railroading was the shifting of responsibility. This thought left him cold. He realized there was nothing to say. No alibi.

DALE OWEN returned to Selkirk the following morning. His brother met him at the door. Dale's eyes were wide. He slumped heavily on his favorite chair and stared into space. Hugh sat down beside him.

"Don't let it get you down, Dale," he counseled. "Everyone admits you got a tough break—everyone but Dad."

A tremor shook his frame. "What did Dad say?"

"You've broken his on-time record," Hugh replied quietly. "He'll never forgive you."

There was a flinty silence. Then the older brother said: "Dad was right. I should have gone to Fort Rouge and qualified for machinist's papers. I hate to spoil his record."

That evening Dan Robson, the locomotive foreman, called at the cottage. He was ushered into the living room. Hugh hovered around the doorway to listen in.

"I came, Dale," said the pudgy foreman, looking straight ahead, "because I wanted to tell you this myself. I've been instructed to take you out of main-line service."

The disgraced engineer shrugged his shoulders in feigned indifference.

"I'll have to put you on a yard goat," Mr. Robson continued. "Which shift do you want, graveyard or dog watch?"

"I'll take the graveyard."

"Okay, Dale. Nights it is, then."

The foreman rose and left the cottage. As the door closed dismally behind him, Hugh came in. He forced a smile.

"Well, that's a better break than being taken out of the service for thirty days."

Dale left the room without answering. His first night running the yard goat was a nightmare. It was a rawhiding job. The engine shuttled back and forth endlessly over every track in the yard. Dale cursed the trick of Fate which drove him as far as the yard limits but not beyond them.

For several nights the routine of events rocked along. He went to his job reluctantly. Life was no longer an adventure. Then one morning the goat worked overtime. Dale was shuffling aimlessly homeward when he passed Hugh, getting ready for the day shift at the roundhouse. Their eyes met. Dale's nerve snapped.

"Kid," he said hollowly, "I'm all washed up with the Canadian Central."

Hugh turned on him. "The hell you are! We Owens come from Welsh stock and the Welsh are never cowards. You know that! You're going to keep on fighting through."

"But I—"

"Don't say it, Dale. You can't quit now. You and I belong to the railway, just like Dad."

"Not me, kid. I'm through."

Just then Sam Owen stalked beligerently into the room. His face was flushed. "Who's through?" de demanded.

"What's it to you?" Dale's voice was edged with bitterness. "You keep out of this, Dad!"

For a moment father and son faced each other. Hugh tried to get between them, but the old man thrust him aside.

"So you're a quitter, eh? I never thought I'd raise a boy who couldn't take it."

Dale snarled back: "Don't tell me I can't take it. Railroading hasn't got me scared. I'm quitting to take a job where a man can make a mistake and still look his friends in the face."

The aging hogger rejected Dale's argument. His lips were tight and his eyes took on a steely glint.

"Okay, son. If you run away—"

"Who's running away?"

Dale took a threatening step forward. Hugh caught his brother by the arm.

"Go to bed, Dale!"

The older son smiled sheepishly. "I'm sorry, Dad." Slowly he turned and climbed the stairs to his room.

AS DAYS went by, the rift in the Owen family widened. Open hostility between the two men became the talk of the Selkirk Division. Summer gave way to fall, and winter came with its blizzards and snowslides. Dale stuck to his job through the long, cold nights, while resentment smouldered.

Opportunity knocked in the black dawn of a midwinter morning. Dale was seated at the breakfast table in the cottage on Main Street, feeling logy after a hard night. Suddenly the wrecker siren sent a strident call on the frosty air. The town sprang to action.

Faces tense, Dale and his brother counted the blasts. Five of them. That meant a slide in the east. All night long a howling blizzard had swept the Selkirks. Drifting snow was piled four feet deep on the level, fifteen feet in the

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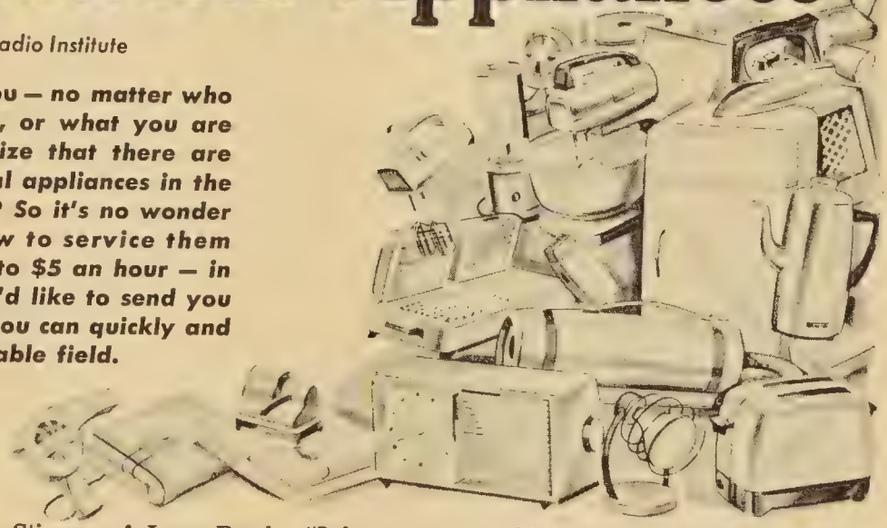

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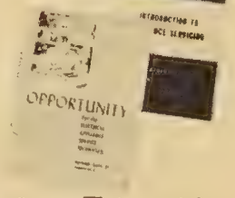


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canyon, tieing up the lordly *Continentals* and canceling all freight. Now the brass hats were calling for the big rotary plow.

Before the last siren blast died away, Dan Robson came panting through the storm.

"Dale Owen!" he grunted. "Want you right away. Get your overalls!"

Dale gripped the locomotive foreman's arm. "Take it easy, boss. Want me for what?"

"Rotary engine. You're the only man available. Number One is stalled in the canyon, and another slide might come at any time. Let's go!"

"Number One?" Dale echoed.

"Why," said Hugh, who was standing beside his brother, "that's Dad's train!"

With the boy trailing them, the two men hurried along a deserted street. The siren rose and fell, filling railway families with terror. The brooding Rockies had struck again. A throng milled about the roundhouse. Mothers, wives, and children, all asking anxious questions. Who was caught in the slide? Would the rotary get there in time? Meanwhile, the roundhouse staff had the engine ready to roll.

Shoving his way through the crowd, the roadmaster met Dale. His face was grave and hard. He was impatient to get going.

"Ready, engineer?" he snapped.

"I'm ready."

Dale swung up the gangway, plopped down on his seat and fed steam to the cylinders. The mightly engine, shoving the rotary ahead of her, moved out of the terminal. Dale waved to his brother. He was off.

The track had been plowed clean as far as Summit and the rotary made good time. As they approached the station, the roadmaster tapped Dale on the shoulder.

"Stop, here!" he said tersely. "We're picking up more help."

The fireman filled the tank while a gang of laborers, clad in heavy sweaters and coats, climbed aboard. Then the rotary headed for the canyon in which the train was stalled. Mile after mile slipped backward beneath the rolling wheels—an eternity of bucking a wild storm. Wind-driven snow lashed Dale's face. Its cold penetrated his damp overalls and permeated his blood.

The rotary rounded a reverse curve, swung through a rock cut and entered the canyon. Dale slowed his engine to a crawl, at length stopping a short distance from the snowbound train. Minutes later, the plow operator signalled a highball to Dale.

Grimly the hogger set to work, easing the powerful plow into the solid wall of ice and snow. Knives roaring, nose boring in, the plow forged ahead. The crew worked tensely, each man at his post, coaxing every atom of speed from the rotary. Flesh and blood against the ruthless Rockies. Which would win?

Hour after hour, clinging doggedly to their task, Dale and the rest of the rotary crew bored steadily forward. At irregular intervals the men staggered into the cook car to gulp scalding coffee and meat sandwiches.

Toward noon they were two-thirds through. Ominous, billowing clouds crawled across a jagged mountain face. But when the laborers quit for dinner they were only three hundred feet from their goal.

By late afternoon, with victory within the railroaders' grasp, the slide began to threaten to sweep down and bury the engine of the *Continental Limited*. Dale, handling the throttle of his own locomotive and easing the rotary ahead, was startled to hear the fireman shout:

"Look at that damn fool!"

His eyes followed the fireboy's pointing fingers. Sam Owen had clambered down the gangway of Number One's engine and was trying to reach the rotary plow. Even as the old-timer neared the plow and safety, there came a sudden harsh splitting and sliding of snow up above. The frightened shovelers jumped and ran. One of them bumped into Old Sam, who fell heavily across the rails. Jumping from the cab window, Dale dashed toward his father—just as the slide poured with a roar around them!

IT SEEMED as if the whole mountainside were thundering down. But Dale managed to struggle through, kicking and digging into the slide like a maniac. He put his great shoulders against the rocks that were trapping his father. Apparently by a miracle, he dragged the gray-haired man out, pallid and unconscious.

Dale held his father's head up while he gasped for breath. At that moment a couple of laborers sprang in and carried Old Sam back to the relief train, which had recently come up. They put the veteran to bed in a Pullman. There he lay, conscious now but quiet, evidently too tired to talk. They gave him some coffee.

"No injuries." The doctor from the relief train pronounced his verdict after a quick examination. "But he needs plenty of sleep."

After that, the doc placed Dale in a seat, bandaged a few cuts and bruises, and expertly set his broken wrist. Just before the job was completed, Old Sam stopped sipping his steaming Java and gazed steadfastly at his older son. The veteran's mind seemed to be in a turmoil.

"I know you've been through hell, boy," he said at length, his voice firm and clear. "I'm going to take up your case with the company officials and the Brotherhood and do my best to get your main-line running rights restored. That's the least I can do," he added, "considering that you saved my hide."

A broad smile momentarily wiped away the ridges of exhaustion from Dale Owen's face.

"Thanks, Dad," he murmured. "You were right when you said a railroader was no good until he could learn to take it."

The young engineer lapsed into silence then. His brown eyes gazed, as it were, through the curtain of the future.

Visionary Canadian Central trains filled his tired brain. There were busy freight drags setting out and picking up cars; there were long hotshots rushing grain and livestock to the clamorous Eastern markets; and there were passenger flyers, even the grand old *Continental Limited*, pulling into Selkirk yards in full view of the Owen cottage on Main Street.

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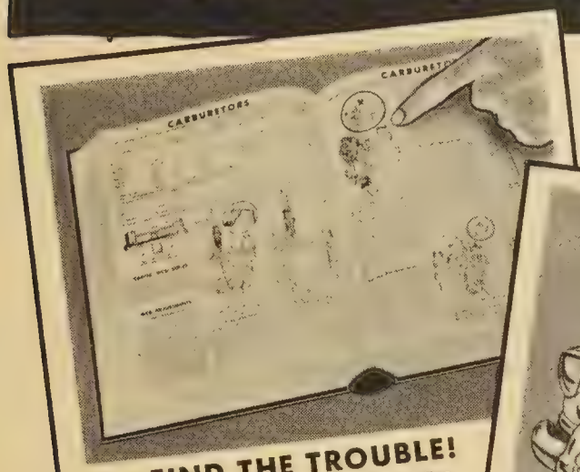


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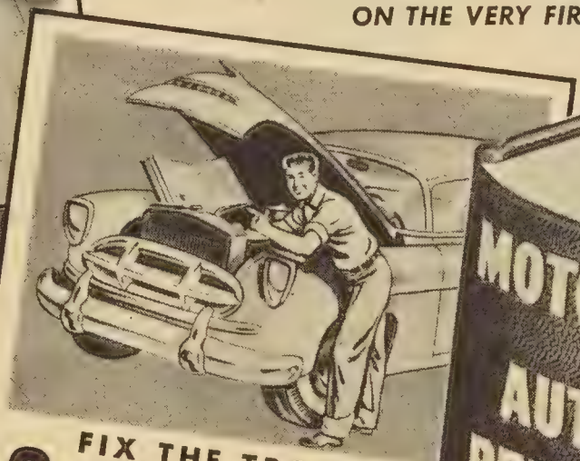

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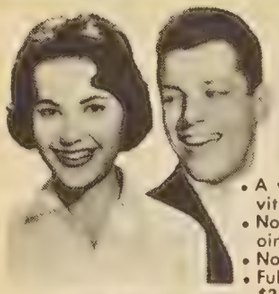

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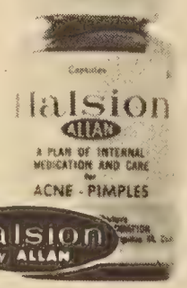


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# BOOKS of the RAILS

**20TH CENTURY: "The Greatest Train in the World," by Lucius Beebe, 180 pages, 8½x11", with 3 full-color pages, 165 illustrations, maps, and memorabilia, Howell-North Books, 1050 Parker St., Berkeley 10, Calif., $5.95.**

If our field were to offer some kind of Oscar, accolade, or Nobel Prize, Lucius Beebe probably would win it hands hands down. The modern Petronius has authored over a score of railbooks, some with "Chuck" Clegg's collaboration, and each succeeding volume adds to his stature as a chronicler of the roaring road. No other rail historian is so widely known.

Publication of *20th Century* was timed for the sixtieth anniversary of the famous limited. It is the only major book we know of, with one exception, devoted to a single train. That exception, John Prebble's *Disaster at Dundee,* deals with a night run from Burntisland, Scotland, but even there, Beebe tells us, "the doomed steamcars play a secondary role to the starred villainy of the great Tay Bridge which destroyed them and all they carried."

Don't get the idea that *20th Century* deals with a mere train. Its subject matter is "an institution which for five glory decades of its supremacy was at once a prestige symbol of glittering magnitude, a household word throughout the civilized world and a triumph of railroading operations with few equals and no superiors."

Many transportation books are solely factual and make dull reading. Beebe gives us the facts, based on painstaking research, plus a viewpoint, an interpretation—and good writing. His latest work admittedly has snob appeal but so had the train itself. We like Beebe's literary style: words that sing and phrases colored with sheer magic. Phrases like "under the curving banner of coal smoke" and "a flashing of synchronized side motion, a hail of cinders, a long drawn muted thunder of trucks over rail joints."

There is a fine, rich selection of illustrations, although a photo on page 58 is almost identical with one on page 161. We nominate *20th Century* for the title Railroad Book of the Year.

**WORLD RAILWAYS, 1962-63, edited by Henry Sampson, 7th edition, 435 pages, 12¾x8½", illustrated with photos, maps, and diagrams, indexed, published by Sampson Low's *World Railways* Ltd., London, England; distributed in North America by Simmons-Boardman Books, 30 Church St., New York 7, N.Y., $20.**

Subtitled *A Worldwide Survey of Railway Operation and Equipment,* this new gigantic volume lists all common-carrier railways, including addresses, vital statistics, etc. Tabulations cover nearly 1,500 railways in 110 countries. Included are illustrated reports on recent progress and proposed developments of major railways, details of builders of locomotives and rolling stock, and an analysis of electrification.

As the book went to press, the world had over 49,000 miles of electrified rail lines in operation besides 22,000 miles under construction or planned for completion within 5 years. Europe, including the Soviet Union, accounts for 76.5 percent of existing lines, 78.6 percent of projected lines.

The book devotes a section to underground lines but omits Newark city subway while listing the San Francisco Municipal trolley tunnel. Its Chicago subway map is incomplete, its New York map inaccurate. Despite such minor flaws, *World Railways* is a monumental reference work. Every railroad library should have the new edition. It tells a great many things that railroad men and fans want to know.

**BRASS-POUNDERS, by Alvin F. Harlow, 159 payes, 8½x5½" illustrated, published by Alan Swallow, 2679 S. York St., Denver 10, Colo., $4.**

A *Railroad Magazine* author who has written many books tells the dramatic story of telegraph operators, some as young as 12, in the Union Army during the Civil War. Harlow is a master of anecdotal style. Well worth reading.

**THE GREAT LAKES CAR FERRIES, by George W. Hilton, 9x6", illustrated with 157 photos, maps and diagrams, indexed, Howell-North Books, $6.**

Nov. '54 issue of *Railroad Magazine* carried a long illustrated, article, "Rails Across the Great Lakes," by Freeman Hubbard, subtitled "Exciting Days and Nights on the Train Ferries." Possibly that article suggested the book-idea to George Hilton. Whether it did or not, Hilton's bright new book of 282 pages, 9x6", develops the subject to a degree that is impossible in a magazine. For authentic details handled entertainingly plus clearly-reproduced photos, *The Great Lakes Car Ferries* is an important contribution to rail lore.

**BULLETIN 106, Railway & Locomotive Historical Society, Baker Library, Harvard Business School, Boston, Mass.; edited by Charles E. Fisher, 88 pages, 6x9", illustrated, price to members $2, to non-members $3.**

Lead feature, "Andrews Raid of 1862," was written by Wilbur G. Kurtz.

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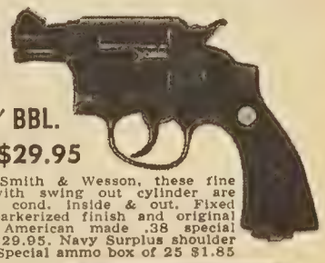

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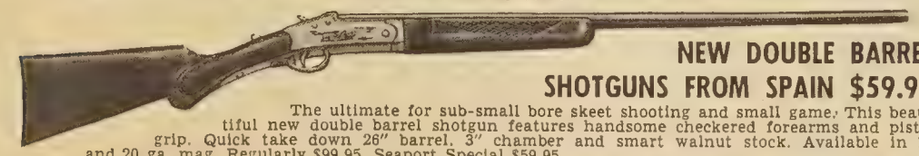

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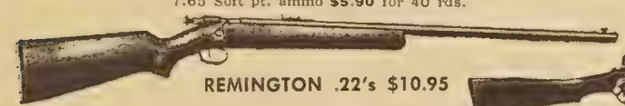

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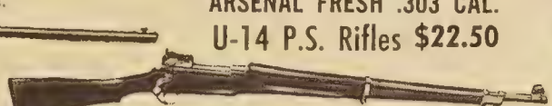

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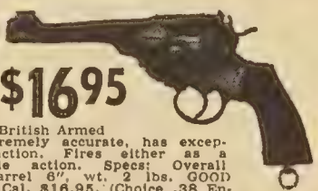

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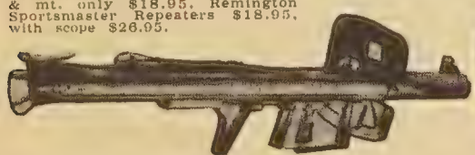

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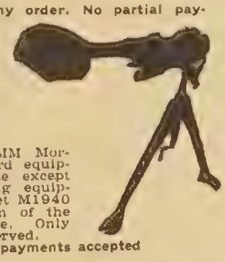

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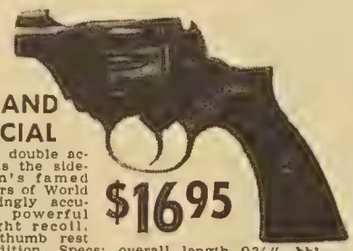

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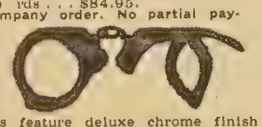

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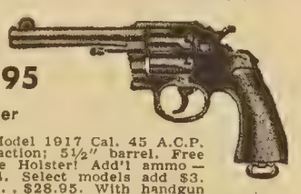

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Sr., son-in-law of conductor on Western & Atlantic train seized by Union spies. (Happily, Kurtz is still living. Our April '62 issue carried his portrait.) Also in *Bulletin* 106: Robt. S. Burpo's history of New York Central's first electric locomotive, other articles.

**THE ILLINOIS CENTRAL IN IOWA, by Frank P. Donovan, Jr., 40 pages, 8x5½", illustrated with photos and old prints, published in *The Palimpsest* by The State Historical Society, Iowa City, Iowa, 25c.**

Besides authoring books and *Palimpsest* articles, including a popular biography of Harry Bedwell, Donovan is a *Railroad Magazine* contributor. His latest work, *The IC in Iowa,* is a rich fund of rail lore, gracefully told. Photos are unusually good.

## NOTES ON RAILBOOKS

**Three books by H. K. Hochschild, all 8½x11", have been published by Adirondack Museum (a museum with some exhibits of rail interest), Blue Mountain Lake, N.Y.:**

***Doctor Durant and His Iron Horse,* with 10 illustrations, 3 maps, $2. Durant helped to build the Union Pacific and built Adirondack Mountain RR. This 24-page book covers both.**

***Adirondack Railroads, Real and Phantom,* 34 pages, 9 illust., 10 maps, describes roads planned but never built, also the line that became New York Central's Adirondack Division, $2.25.**

***Life and Leisure in the Adirondack Backwoods,* 132 pages, 127 illust., 6 maps, $4.75. Partly railroadish.**

***Texas's First Railroad, 1850,* illust., $1, from Texas RR. Museum, 3401 Reed St., Fort Worth, Texas.**

**Three *Railroad Magazine* feature articles, "Seven Cars Painted Black" (in this issue), "Adventure Rides the *Orient Express*" (Oct. '62), and "The World's Fastest Train" (June '62) were adapted from a book, *Great Trains of All Time,* that Freeman Hubbard has written for publication this fall by Grosset & Dundap. The book is color-illustrated by Hert Mott, longtime *Railroad Magazine* cover artist and illustrator.** ●

## NEW RECORDINGS

***Sounds of the Steam Locomotive "General,"* 7", 45 rpm, issued by O. Winston Link Railway Productions, 58 E. 34th St., New York City, $1.50. This record was taped during the 1962 recreation of Andrews railroad raid, including trackside and in-the-cab recordings; centennial celebration at Kennesaw, Ga., where the 4-4-0's wailing whistle drowned out a brass band and cheering crowds, and Link's narration. Recommended because of its fine sound quality and its superb jacket color-shot of the *General*.**

***The Choo-Choo Trains,* 7", 45 rpm, Mobile Fidelity, P.O. Box 2288, Hollywood 28, Calif., though aimed at the kiddies, should please older fans also. Both steam and diesel action, some repeated from MF 12-inchers. Roads not identified. Good recording for 45 rpm; sells for one dollar.**

***Your Sound-of-Steam Souvenir,* 7", 45 rpm, Five Chime Recordings, P.O. Box 163, Brookfield, Ill., $1.49, has adequate sound quality and 3 nice sequences of B&O and NKP steamers and a diesel.**

***Riding Behind Steam,* 7", 33⅓ rpm, Carleton S. Recordings, P.O. Box 1064, Newark, N.J., $1.50, is a behind-the-tender recording of a Grand Trunk 4-8-4 on a fantrip. Except for a band of the engine with a broken cylinder, it is rather dull.** ●

# Chicago & Eastern Illinois System

***Locomotive roster compiled by Sy Reich***

| Road Numbers | HP | Builder | Model | Wheel Arngt. | Tract. Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|
| 95-99 | 600 | GM-EMD | SW1 | B-B | 48,310 | 193,240 | 1941-2 | |
| 100-101 | 600 | GM-EMC | SW | B-B | 50,330 | 203,330 | 1938 | 1 |
| 102 | 660 | Alco | HH 660 | B-B | 59,700 | 201,260 | 1938 | 2 |
| 103 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1941 | |
| 104-105 | 660 | Alco-GE | S1 | B-B | 49,500 | 202,150 | 1942 | |
| 106 | 660 | Alco-GE | S1 | B-B | 49,500 | 199,000 | 1946 | 3 |
| 110 | 660 | Baldwin | VO 660 | B-B | 59,700 | 196,210 | 1942 | 2 |
| 115-118 | 1000 | Alco-GE | RS-1 | B-B | 60,630 | 242,500 | 1945 | |
| 120-125 | 1000 | GM-EMD | NW2 | B-B | 60,900 | 243,620 | 1949 | 4 |
| 126-131 | 1200 | GM-EMD | SW7 | B-B | 60,870 | 243,480 | 1950 | |
| 132-133 | 1200 | GM-EMD | SW7 | B-B | 60,720 | 242,890 | 1950 | |
| 200-201 | 1500 | GM-EMD | BL2 | B-B | 55,400 | 221,610 | 1948 | 5 |
| 202 | 1500 | GM-EMD | BL1 | B-B | 54,580 | 218,340 | 1948 | 6 |
| 203-222 | 1500 | GM-EMD | GP7 | B-B | 64,101 | 256,040 | 1950 | 7 |
| 223-226 | 1500 | GM-EMD | GP7 | B-B | 62,634 | 250,535 | 1951 | 8 |
| 227-230 | 1500 | GM-EMD | GP7 | B-B | 62,658 | 250,630 | 1950-1 | 9 |
| 231-232 | 1500 | GM-EMD | GP7 | B-B | 62,634 | 250,535 | 1951 | |
| 233-238 | 1750 | GM-EMD | GP9 | B-B | 61,400 | 245,600 | 1956-7 | |
| 1100-1102 | 2000 | GM-EMD | E7A | A1A-A1A | 51,830 | 308,440 | 1946 | 10 |
| 1200-1203 | 1500 | GM-EMD | F3A | B-B | 58,310 | 233,250 | 1948 | |
| 1204-1205 | 1500 | GM-EMD | F3A | B-B | 58,700 | 234,800 | 1949 | |
| 1300-1301 | 1500 | GM-EMD | F3B | B-B | 58,670 | 234,670 | 1948 | |
| 1400-1409 | 1500 | GM-EMD | F3A | B-B | 59,940 | 239,760 | 1948 | |
| 1500-1504 | 1500 | GM-EMD | F3B | B-B | 59,210 | 236,820 | 1948 | |
| 1600-1609 | 1500 | GM-EMD | FP7A | B-B | 61,240 | 244,960 | 1949 | |

**C&EI Roster Notes**

Roster is based on data from C&EI Supt. of the Mechanical Dept. and is accurate as of June 13, 1962. All locos listed here belong to C&EI except Nos. 104, 105, 132, 133, and 227-230, which the Chicago Heights Terminal Transfer Co. owns. Builders: GM-EMC, General Motors, Electro Motive Corp.; GM-EMD, General Motors, Electro Motive Div.; Also, American Locomotive Corp.; GE, General Electric.

(1) 100-101 sold to Luria Bros. 9/6/59 and 8/29/49 respectively. 100 was sold to Lipsett, Chicago, and 101 to Detroit Marine Terminal.

(2) 102 and 110 sold to Exporting & Importing Co., St. Louis, 8/29/49.

(3) 106, ex St. Louis & O'Fallon No. 51, was sold to Inland Steel Co. 12/28/54, renumbered 85.

(4) 125 was formerly 119.

(5) 200-201 were formerly 1600-1601.

(6) 202 was formerly 1602.

(7) 221 was rebuilt in 1958 to a GP9 mod. with 1500 hp., tractive effort 64,130, weight 256,520.

(8) 226 was rebuilt in 1959 with tr. eff. 63,240, weight 252,970.

(9) 227-230 letttered C&EI. 229 rebuilt in 1959 to GP9 mod. with T.E. 63,110, weight 252,450.

(10) 1102 rebuilt in 1958 to E9A mod. with 2000 hp., T.E. 53,520, weight 328,580. ●

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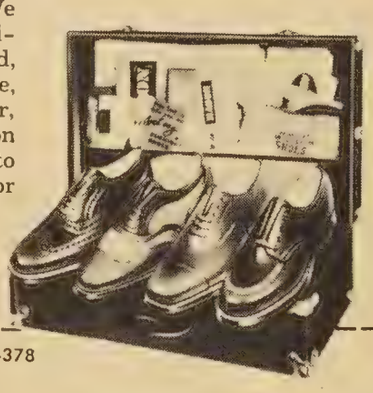

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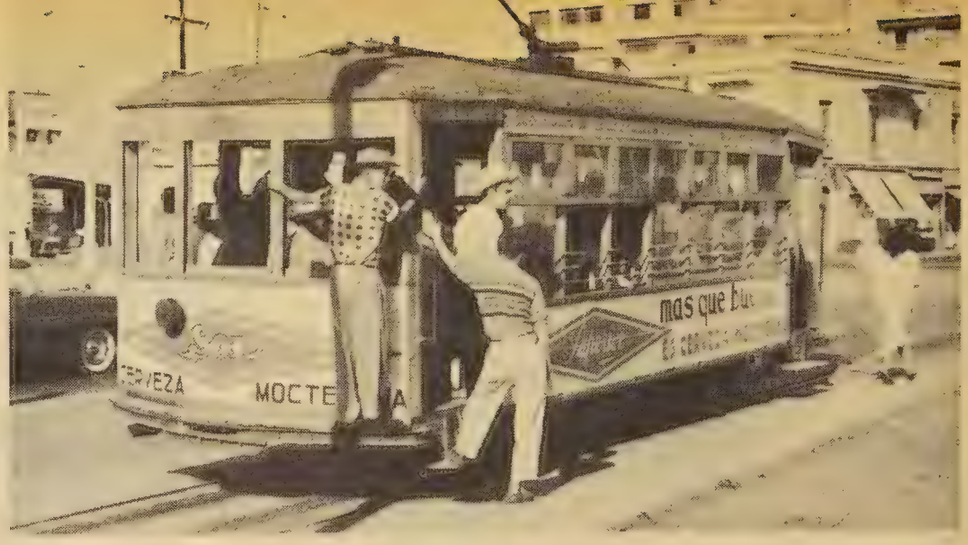


**Mexican youths on old Veracruz trolley car ogle a shapely passing *senorita*.**
B. Thomas Walsh (author of "Steam in Formosa," page 27)

## Steve Maguire's TRANSIT TOPICS

ONE of the better-kept transit "secrets" of the year was brought to our attention by Vernie H. Barber, Jr., of Trinity Valley Railfans, 3828 Timberline Dr. S., Fort Worth, Texas. We try to scrutinize all the industry publications, but not even the American Transit Association's weekly *Passenger Transport* carried the news that the South's first underground electric railroad started construction last May 27. A 1400-foot trolley-subway, equipped with five ex-D. C. Transit PCC's, has just been built in Forth Worth to connect Leonard's Department Store with a 14-acre parking lot on the edge of the central business district.

Steve Maguire

Marvin and Obie Leonard, the store's owners, have faith in rapid transit as a shopping aid. "We chose to keep our chips downtown," the store's general manager said, "because that area has more to offer than the suburbs." Probably the world's only rapid transit system owned by a department store, it is known as the "M&O" after the Leonard brothers.

About ½-mile of standard-gage single track traverses the 5000-car parking lot before entering the double-tracked subway. The quarter-mile tunnel runs 40 feet below a hill and then city streets, terminating on the lower level of Leonards' new $2 million shopping center. The reinforced concrete tunnel is 21 feet wide, 14 feet high. Up to 100 passengers can be whisked from their automobiles to the store in 1½ minutes.

Trolley historian LeRoy King, Jr., of Dallas says the cars bought for this venture are Nos. 1506, 1535, 1541, 1551, and 1560, all equipped with extra control sets from DCT for double-ended operation. With the aid of St. Louis Car Co. blueprints a top-notch job of rebuilding has been done, including air-conditioning. The "M&O" may have favorable repercussions for other cities plagued with traffic congestion. Congratulations to the Leonards for an imaginative application of a simple idea, *Move people, not vehicles!* Sounds like a railfan planned it.

NOT only in Texas are ex-Washington streetcars seeing service again; 74 of them are running in Sarajevo, Yugoslavia and 100 in Barcelona, Spain.

Washington's fine trolleys were abandoned last Jan. 28, but efficient rail transit may return to the American capital. Three subway lines crossing in downtown could deliver 80 percent of the city's downtown employees to within five minutes walking distance of their offices, according to C. Darwin Stolzenbach, head of the National Capital Transportation Agency.

Without rapid transit, he maintains, Washington would need 60 new freeway lanes by 1980 to meet rush-hour demands. Rail transit could cut this in half. NCTA is preparing a report for President Kennedy on the subject.

SUBWAY plans for Mexico City have been dropped since a study of the soft soil on which the city is built indicated a prohibitive cost of 30 million pesos per mile. Now talk has switched to elevated monorails, according to Luis L. Torrealba, Panama 705, Mexico, D.F. Mexico. He also says Mexico City may lose the Primavera, La Rosá, and Guerrero trolley lines. Two trolley-bus routes, one of which would be a 40-mile belt line, may be created.

"WHEN and where was the first subway built?" asks Earl Moore. He has

**Los Angeles Ry. car 791, type often shown in old Harold Lloyd comedies.**
Stephen D. Maguire

two stereoscopic views of the Beach Pneumatic Tunnel, built on New York's Lower Broadway in 1870, an experimental block-long tube using compressed air for propulsion, and asks if that was the first.

No, it wasn't. Richard J. Solomon, who is gathering material for a *Railroad Magazine* article on the world's 40-odd subway systems, tells us that the oldest such line is the one running between Paddington and Farrington in the British capital, now operated by London Transport's Metropolitan Line. It was opened in 1863 with steam-hauled compartment stock. London also boasts the oldest section of underground electrified railway, Monument-Stockwell, opened in 1890.

Incidentally, Richard would welcome help from readers who can supply interesting anecdotes on any on the underground railroads in foreign countries. Write to him in care of *Headlights*, P.O. Box 80, Church St. Station, New York 8, N.Y.

THE IMPORTANCE of streetcars in daily living in the 1920's and '30's is shown in the movie, *Harold Lloyd's World of Comedy*, a new composite made from this classic funny man's many old films. Nearly every scene displays trolleys of the Los Angeles Ry. or Pacific Electric.

LAST of the ex-PE lines was abandoned in April '61. The Los Angeles Metropolitan Transit Authority now announces that the remaining five ex-L.A. Ry. (LATL) lines will be converted to buses by 1965. The Transit Authority says this conversion will make certain street improvements possible, claiming that streetcars are no longer practical for as public conveyances except in "peculiar" circumstances.

PCC cars 3007 and 3008 have been fixed up for shipping to Seoul, Korea, where they will join many older L.A. trolleys running there. Since L.A.'s narrow-gage matches Korean tramway gage, it is expected that more of the surplus streamliners will end up in Korea as part of U.S. foreign aid.

A READER'S comment (Aug. issue) that the last inter-county trolley line ran at Pittsburgh, Pa., prompted Arthur P. Munson of 25 Hillside Rd., Levittown, Pa., to say that Philadelphia Transportation Co. has three lines that leave Philadelphia County. These are Routes 11 (Darby) and 13 (Yeadon), both entering Delaware County, and the other end of Route 6, ending in Montgomery County. Moreover, Philadelphia Suburban's Ardmore line runs between points in Delaware and Montgomery counties.

Most Boston MTA lines run inter-county, writes Henry Brainerd, 10 Upland Road, Wellesley, Mass.

TWO electric locomotives still operate in downtown Vancouver, B.C., we learn from the June issue of Upper Canada Railway Society's *Newsletter* (Box 122, Terminal A, Toronto, Ont.) This news came as a surprise. We had been advised long ago that there was no more B.C. Electric juice service. Apparently locomotives 960 and 961 continue to switch freight in Vancouver.

OSHAWA RY. in Ontario may be dieselized next year if its owner, Canadian National Rys., can complete track


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**At nearly 100 miles per hour, the diner-equipped *Electroliner* rolls northward near Kenosha, Wis., on the Chicago North Shore & Milwaukee. This road, headed for abandonment last August, was reprieved by a last-minute switch in ICC policy.**
R. J. Solomon, managing editor, Headlights

changes so that 100-ton diesels can be used. According to Andy Maginnis, 38 Harvey St., Philadelphia, Pa., this is the last of many CNR electrics.

Also in Ontario, the juice switching line of Cornwall Street Ry., Electric Light & Power Co. has received Lake Erie & Northern locos 333 and 335. This line is still using two ex-Ft. Wayne passenger trolleys for line and track maintenance.

Andy also reports that Toronto will bid farewell to the last of its Peter Witt cars next year when the University-Bloor subway line opens, releasing enough PCC's to replace all the older streetcar equipment. However, John H. Engle of Rochester, N.Y., thinks that the recent abandonment of the Dupont and Coxwell routes may bring an even earlier termination of the Peter Witts.

YOU'VE got to hand it to Seashore Electric Ry. Museum at Kennebunkport, Me., for bringing 16 complete catenary towers from the old Rochester & Syracuse interurban. Originally erected over the double-tracked interurban in 1905, the year before *Railroad Magazine* made its debut, these towers stretched for miles between the two New York State cities. When the R&S was abandoned in 1931, most of the towers were removed, but several remained to carry high-tension wires of the N.Y. Gas & Electric Power Co. near Memphis, N.Y. Seashore members traveling recently on the N.Y. State Thruway got a close view of the towers and acquired 16 for their own right-of-way.

The museum has issued its 1962 edition of *Historic Cars*, 60 pages of photos and data on its equipment, more than 70 cars. A color view of No. 1700 from Sydney, Australia, now in service in Maine, adorns the cover. Copies, $1 each from the Seashore Electric Ry. at 4 E. Union St., Goffstown, N.H.

Stephen D. Maguire
**Old Empire State RR. car 202 in 1918 under a catenary tower like the 16 Seashore Electric now owns.**

Alfred Seibel, 26 Wells Ave., Croton-on-Hudson, N.Y.
**Rare photo: non-passenger car 66, which collects money from the stations on the Independent Division of the New York City subway system. It is well guarded.**

IMAGINE a factory turning out an order for 300 streetcars! Maschinenfabrik of Esslingen, Germany is now building 300 tramcars for Stuttgart, writes Jack Wyse, overseas liaision officer of the Light Ry. Transport League, publishers of *Modern Tramway*. In June, when he visited the factory, 170 trams had been completed and 130 more were being built. This is the largest single order of trams in Europe for many years.

Jack also says LRTL will sell Christmas cards this year as it did last year. Besides cards showing the Scandanavian Xmas trolley and a PCC snow scene in The Hague there will be a Cologne tram running in snow. Any 14 cards of your choice can be had for $1. Send cash or international postal money orders to Light Ry. Transport League, 245 Cricklewood Broadway, London NW 2, England. Do not send checks.

TEXAS TRANSPORTATION CO. will not discontinue electric operation in San Antonio around the Pearl Brewery, says J. F. C. Moore, of the Texas ERA Division, 225 W. Cypress, Tobin Hill, San Antonio. However, he reports that the Houston North Shore rail buses which replaced the interurbans years ago at Corpus Christi have been abandoned and scrapped.

The Texas Division of the Electric Railroaders' Assn. is working on a story of the HNS line (last interurban built in U.S.) and seeks photos and roster information. Especially needed are views from Greenville, Hillsboro, and Brownsville, Texas.

INDEX of all electric lines articles and rosters that appeared in this magazine from Dec. 1929 to April 1959 was published in our issue of April 1959.

MANY U.S. and foreign transfers, bus and trolley, are contained in the collection of the late Malcolm A. Miner, an ex-Pacific Electric motorman and member of BRT Grievance Committee. With several hundred thousand PE and Los Angeles Ry. forms and many others, especially from California lines of a quarter-century ago, your writer who volunteered to try to sort the transfers for the estate, has a time-consuming job on his hands. There are also many railroad, bus, and steamship passes, and 616 size negatives of trolleys, mainly on the west coast. Any readers interested can write Steve Maguire, 1411 River Rd., Belmar, N.J.

### New Electric Publications

ROYAL BLUE LINE, by W. R. Gordon, tells the interesting story of the Rochester & Sodus Bay Ry. from its beginning in 1889 as a 3-foot-gage steam line, then its electrification in 1901, and finally its abandonment in 1929, when it was part of N.Y. State Rys. system. The book is 8½x11", with 80 pages, 150 illustrations, is a second and greatly enlarged edition of a 1952 publication. It has many fine views. Copies, $2.15 each from W. R. Gordon, 811 Garson Ave., Rochester 9, N.Y.

THE GLEN ROUTE offers 8 pages of text on the Elmira-to-Watkins Glen, N.Y., interurban line, later part of Elmira City system. Size, 5x9". Illustrations are only fair. Priced at 35c by itself. If bought with *Elmira Trolleys*, a bigger book, both of them will cost $1.50. Contact Felix E. Reifschneider, P.O. Box 88, Fairton, N.J.

BOSTON'S trolley-subway and "tunnel" lines are covered in a two-part article in HEADLIGHTS for May and June. Illustrated with photos and track maps, the issues are available for 40c each from Electric Railroaders' Assn., 145 Greenwich St., New York 6, N.Y. (Subscription to HEADLIGHTS, $4.50 per year, free to active members.)

AMERICA IS GOING PLACES, a 8½x11", 50-page, illustrated booklet covering important developments in metropolitan transportation history over the past 5 years, is available free to readers sending requests to "Going Places," General Electric Co., Erie, Pa.

RAPID TRANSIT AND METROPOLITAN TRANSPORTATION, 27 pages of facts showing the need for mass rail transit, with good maps, statistics, etc., also may be had free. Write to St. Louis Car Co., 8000 Hall St., St. Louis 15, Mo.

SAN DIEGO'S GRIP CARS is a 16-page 8½x11", illustrated history of S.D.'s early cable lines, issued as the May '62 number of THE DISPATCHER, published at irregular intervals by Railway Historical Society of San Diego. Written by Richard V. Dodge, it contains many rare photos. Available at 50c from the Society, P.O. Box 9351, San Diego 9, Calif.

SURVEY OF ELECTRIC RAILWAY MUSEUMS, 30 mimeographed pages, contains complete data on all known trolley museums the world over. Includes complete rosters of cars preserved at each. Copies cost 60c each from James W. Walker, Jr., 11307 Long Beach Blvd., Lynwood, Calif. •

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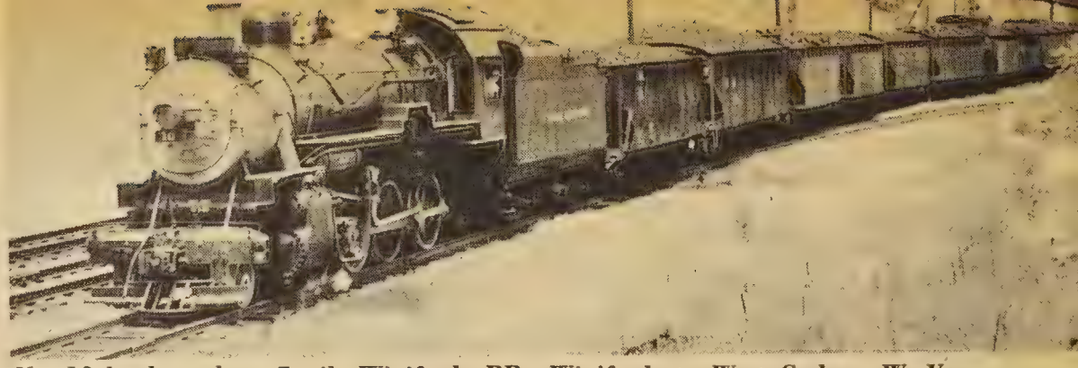

**No. 10 hauls coal on 7-mile Winifrede RR., Winifrede to West Carbon, W. Va.**
Gordon S. Crowell, Apartado 1055, Aero 3644, Bogota, Columbia

# Not Listed in The Official Guide

## by ELLIOTT KAHN

MORE than 2,000 American railroads currently operating are not mentioned in *The Official Guide*. These include mostly industrial roads and some military lines, museum operations and tourist attractions. Such railroads are itemized here by states, cities, and towns. Previous instalments of this list appeared in our August and October issues.

We use abbreviations such as *AFB* (Air Force Base), *des* (diesel-electric switcher or switchers), *exp.* (express), *gas* (gasoline-burning), *st.* and *n.g.* (standard and narrow gage), and a few others like *GE, GM, elec., hp,* and *comb.* (for "combine") that most readers are familiar with. To save space, we omit Co., Corp., and Inc. from most corporation titles. All wheel arrangements (0-6-0, etc.) specify steam locomotives unless otherwise indicated.

### Georgia

Albany (10 miles south of)—Georgia Power, one 0-4-0T, one diesel.

Army Depot—U.S. Army rr., ?

Atkinson—Georgia Power, one diesel.

Atlanta—Atlantic Steel, one 0-4-0T on display, 3 diesels; Barrow Iron & Equipment, one diesel; Georgia Power (plant located at Davis station), one diesel; 7 (miles north of Atlanta, Georgia Power, (McDonough Plant), 2 0-6-0T's; H. G. Poss & Co., one 0-4-0T.

Augusta—Merry Bros. Brick & Tile, 6 0-4-0T's, 2 4-wheel diesels, 4-wheel hopper and flatcars, 36" gage.

Brunswick—Brunswick Pulp & Paper, ?; Georgia Power, one diesel.

Clinchfield—Penn-Dixie Cement, 5 Plymouth 0-4-0 diesels, 4-wheel cars.

Coosa—Georgia Power, 2 GM diesels.

Dosaga—U.S. Marine Corps rr., ?

Dougherty (Turner AFB)—U.S. Air Force rr., ?

Ft. Benning—U.S. Army rr., 3 diesels.

Gordon—Southern Clays, one GE 150-hp des.

Lindale—Pepperell Mfg., ?

Macon—Cherokee Brick & Tile, one 2-4-2T, one 0-6-0T, 2 GE des, one diesel 0-6-0, 4-wheel cars; (7 miles north) Georgie Power, one 0-4-0T, one diesel; Macon Iron & Paper Stock, one 0-6-0T.

Marietta (Dobbins AFB)—U.S. Air Force rr., ?

Savannah—Atlantic Creosoting, one 150-hp des.

Stone Mountain—Stone Mountain Scenic Ry., several 4-4-0's, 3 or 4 coaches.

Tate—Georgia Marble, 3 GE des.

Warner Robins—U.S. Air Force rr., ?

Willacoochee—McCreary Bros. Lumber, one GE 300-hp des. 2-6-2T's.

Whisburg—Georgia Power, one 0-6-0T.

### Hawaii

Honolulu (Pearl Harbor)—U.S. Naval Ammunition Dump, 2 Atlas 35T diesels, also boxcars, flatcars, cabaases, 36" gage.

### Idaho

Idaho Falls—Atomic Energy Commisison, one GE des, one Atomic Reactor on wheels.

Kellogg—Bunker Hill & Sullivan Mining, ?

Monsanto—Monsanto Chemical, ?

Potlatch—Potlatch Forests, 3 Whitcomb des., 2 GE des, one Heisler (on display at Lewiston).

Wallace—Coeur d'Alene Co., gas 0-4-0.

Winchester—Boise Cascade, one 2T Heisler, one 3T Heisler, one 380-hp GE des, log cars.

### Illinois

Alton—Hyman Michaels, ?; LaClede Steel (25 miles), 6 GE 300-hp des, one GE 150-hp des, 2 diesel loco cranes, 300 gons, 15 flatcars.

Anna—Anna Quarries, one GE des.

Atkinson—Midland Electric Coal, one 0-6-0, one Alco des.

Aurora—Commonwealth Edison, ?

Bartonville—Central Illinois Light, ?

Belleville—Belle Valley Coal, 4 trolley locos, 16 4-wheel mine cars, 42" gage.

Berwyn—Commonwealth Edison, ?

Blue Island (Chicago Ridge)—North American Car, one Davenport des, 7026 reefers, 6733 tank cars, one boxcar, 262 stock cars, 1118 flatcars, 1564 covered hoppers, one gondola, 52 special tank cars.

Breese—Citizens Coal, 4 locos, 300 mine cars, 26" gage.

Carbondale—Koppers Co., ?

Centralia—Marion County Coal Mining (4 miles), 6 trolley locos, 6 battery locos, 250 mine cars, 36" gage.

Champaign—Illinois Power, one diesel.

Chicago (Riverdale)—Acme Steel, one Lima-Hamilton des, other diesels and cars; American Steel & Wire Div. of U.S. Steel, std. and 36" gage locos and cars; Assn. of American Railroads, one 0-4-0 diesel, gas inspection cars, several freight cars; Chicago Water Sanitation District, 2 GM des; Commonwealth Edison (Calumet plant), one diesel, one car; Commonwealth Edison (Crawford plant), ?; Commonwealth Edison (Fisk plant), ?; Commonwealth Edison (Northwest plant), ?; Consolidated Railway Equipment (Commercial Metals), ?; Electro Motive Div., GM, one GM 30-hp diesel.

Chicago—Ford Motor, diesels and cars; L. B. Foster, one Whitcomb 600-hp des; W. F. Hall Printing, one Whitcomb 300-hp des; (Hegewisch), Hyman-Michaels, ?; Illinois Slag & Ballast, one 0-4-0T, 2 small 0-4-0 diesels; Indian Hill & Iron Range RR., one 0-8-0, one caboose; Interlake Iron, ?; (Hegewisch), Iron & Steel Products, one diesel, 2 loco cranes, cars; Mancha Locomotive Div. of Goodman Mfg., battery locos; Peoples Light, Gas & Coke, one diesel.

Chicago—Pullman-Standard Car Mfg., one diesel, cars; Republic Steel, std. and n.g. diesel locos, cars, n.g. elec. 0-4-0; Stewart-Warner, ?; Valley Mould & Iron, ?; Wisconsin Steel, 2 des; Wykoff Steel, ?; Youngstown Sheet & Tube, ?

Chicago Heights—Thrall Car, ?

Cicero—National Castings, one diesel.

Collinsville—Lumaghi Coal, 8 trolley locos, 6 shuttle cars, 52 mine cars, 41½" gage.

Des Plaines—Dundee Cement, ?

East Alton—Olin Mathieson Chemical, ?

East St. Louis—America Steel Foundaries, several GE des, cars; Greenacres, 2 Plymouth gas 0-4-0's; Missouri Bridge & Iron, one Whitcomb des, one car.

Elgin—Chicago Gravel, ?

Elkville—Elk Coal, locos, shuttle cars, mine cars, 42" gage; Truax-Traer Coal, 8 shuttle cars.

Farmersville—Freeman Coal Mining, trolley and battery locos, shuttle cars, mine cars, n.g.

Farmington (6 miles west of)—Midland Electric Coal, 6 0-6-0's.

Fiatt—Truav-Traer Coal, one Alco 660-hp des.

Franklin Truax—Joslyn Supply & Mfg., one Whitcomb gas 0-4-0.

Gillespie—Little Dog Coal, 6 trolley locos, 3 battery locos, 9 shuttle cars, 500 mine cars, 36" gage.

Grand Tower—Central Illinois Public Service, one 0-4-0T.

Granite City—American Steel Foundries, several GE 380-hp des; cars; General Steel Castings, sev-

eral Whitcomb des; Granite City Steel, stc. and n.g. diesels, cars.

Harrisburg—Sahara Coal, Sahara 5 Mine (4½ miles), 12 trolley locos, 146 mine cars, 42" gage; Sahara Coal, Sahara 16 Mine (1½ miles), shuttle cars, 42" gage.

Harvey—Bliss & Laughlin, ?; Whiting Corp., one Trackmobile.

Havana—Commonwealth Edison, 2 Atlas elec. side-pusher 0-4-0's, 42" gage.

Hodgkins—Dolese & Shepard, 2 diesels.

Hutsonville—Central Illinois Public Service, ?

Johnston City—Bell & Zoeller Coal, 5 trolley locos, 16 shuttle cars, 67 steel mine cars, 42" gage.

Joliet—American Steel & Wire Div. of U.S. Steel, diesels; Commonwealth Edison, one diesel; Industrial Service & Salvage Corp., ?; Peoples Light, Gas & Coke, one diesel.

Kewanee—Walworth (1.8 miles), ?

La Grange—ElectroMotive Div. of General Motors, GM diesel.

La Salle—Alpha Portland Cement, ?

Livingston—Livingston Mt. Olive Coal, 8 locos, 340 mine cars, 42" gage.

Lockport Township—Commonwealth Edison, ?

London Mills—Midland Electric Coal, 2 0-6-0's.

Madison—Kettle River, one 0-4-0T; Hyman Michaels, ?; LaClede Steel (5 mi.), 2 GE 380-hp des, 2 diesel loco cranes, 50 gons, 10 flatcars; Purdy Co., ?

Manito—Manito Chemical, ?

Marion—Freeman Coal Mining, trolley and battery locos, shuttle cars, mine cars, n.g.

Marissa—Mid-Continent Coal, 6 shuttle cars.

Marseilles—National Biscuit, one Whitcomb 190-hp des.

Melrose Park—National Supply, ?

Meredosia—Central Illinois Public Service, ?

Middle Grove—Midland Electric Coal, 2 0-6-0's.

Moline—Republic Steel, ?

Mullins—Peabody Coal, 4 gas-el. locos, 5 steam locos.

Murdock—Bell & Zoeller Coal, 3 shuttle cars, 42" gage.

Oglesby—Lehigh Portland Cement, ?; Marquette Cement Mfg., ?

Pawnee—Peabody Coal, shuttle cars.

Pekin—Commonwealth Edison, ?

Peoria (South Bartonville)—Keystone Steel & Wire, 4 Whitcomb des, loco cranes, cars.

Rockdale—Chicago Gravel, ?

Rockford—Central Illinois Electric & Gas, 2 GE 150-hp des.

Roxana (Wood River)—Shell Oil (4 miles), 2 Whitcomb 380-hp des.

Scott AFB (Belleville)—U.S. Air Force rr., ?

Sesser—Old Ben Coal, shuttle cars, 42" gage.

South Beloit—Consumers Gravel, one Plymouth diesel one 0-4-0T, one gas-el. 0-4-0.

Sparta—Zeigler Coal & Coke, 10 shuttle cars, n.g.

Staunton—Mt. Olive & Staunton Coal Co., 42" gage, ?

Sterling—Northwestern Steel & Wire, 7-0-8-0's.

Venice—Union Electric (Venice Plant), ?

Victoria—Midland Collieries, one loco.

Waltonville—Freeman Coal Mining, battery locos, shuttle cars, mine cars.

Waukegan—American Steel & Wire Div. of U.S. Steel, ?; Commonwealth Edison, ?; Chevrolet & Saginaw Steering Div. of GM. ?

West Frankfort—Freeman Coal Mining, locos, mine cars; Old Ben Coal, trolley locos, shuttle cars, mine cars, 42" gage.

Zeigler—Bell & Zoeller Coal, one 2-8-2, one 0-8-0, 3 0-4-0T's, and gons, all st. gage; 12 trolley locos, 14 shuttle cars, and mine cars, all 42" gage.

## Indiana

Ayrshire—Ayrshire Collieries, ?

Boonville—Sunlight Coal, ?

Bruceville—Enoco Collieries, 17 trolley locos, 20 shuttle cars, 170 mine cars, 42" gage.

Buffington—Universal Atlas Cement, ?

Centerton—Indianapolis Power & Light, one fireless 0-4-0.

Columbus—Cummins Engine, ?

Crawfordsville—Mid-States Steel & Wire, ?

Decatur—Krick-Tyndall, one Ply. gas 0-4-0, side dump cars, 24" gage.

East Chicago—General American Transportation, some locos, over 6000 cars; Inland Steel, st.g. GM and Plymouth des (about 15 units), 2 n.g. diesels, 4 n.g. steam locos, std. and n.g. cars; O.F. Jordan, ?; Railway Car & Equipment, ?; Standard Oil, ?; Youngstown Sheet & Tube, GM des, cars.

Elberfeld—Ingle Coal (3 mi.), 10 trolley locos, 12 shuttle cars, 200 steel mine cars, 42" gage.

Evansville—Southern Indiana Gas & Electric, one Whitcomb 113-hp dm.

Ft. Wayne—Ft. W. City Utilities (elec.), ¼ mile, one elec. dump car; same, filtration plant, one mile, one Whit. track motor; Indiana & Mich. Elec., one st.-gage Trackmobile, one trolley dump motor, one dump trailer, both 24" gage; McMillan Feed Mills, one mile, one diesel.

Gary—National Tube Div. of U.S. Steel, ?; U.S. Steel, std. and n.g. locos and cars; Vulcan Materials.

Greencastle—Lone Star Cement, one diesel; Midwest Rock Products, one diesel.

Hammond—American Steel Foundries, ?; (State Line) Commonwealth Edison, 2 GM 600-hp des; Fruit Growers Express, one 0-4-0T, diesels, 2420 reefers; LaSalle Steel, one diesel; Standard Railway Equipment Mfg., ?

Indianapolis—American Aggregates, one 500-hp des (ex-Indiana R.R. express motor); Citizens Gas & Coke Utility, one fireless 0-4-0; Hygrade Food Products, ?; Indianapolis Power & Light (Mill St. Plant), one diesel; (Perry Plant), one diesel; (Elmer W. Stout Plant), one diesel.

Jeffersonville—U.S. Army Quartermasters rr., ?

Kerwin—Enos Coal Mining (6 miles), 3 des.

Kings Station (Princeton)—Princeton Mining, n.g., 36 motors, 13 shuttle cars, 475 mine cars.

Kokomo—Continental Steel, 2 diesels.

Lafayette—Alcoa, 2 GE des.

LaPorte—Allis-Chalmers Mfg., ?

Latta—Fairview Collieries (6 miles), 14 trolley locos, 320 mine cars, 42" gage.

Linton—Sherwood & Templeton Coal, 3 2T Heislers.

Logansport (Vicinity)—France Stone, 2 0-4-0T's, 2 gas 0-4-0's.

Michigan City—Joy Mfg., one Plymouth bas 0-4-0; Northern Indiana Public Service, one elec. loco, cranes; Pullman-Standard, 2 or 3 0-4-0T's.

Mitchell—Lehigh Portland Cement, ?

Monon—Monon Crushed Stone, ?

Murray (Bluffton)—Erie Stone, 2 Ply. 0-4-0 diesels, sand cars.

Newburgh—Southern Indiana Gas & Electric, ?

New Haven—Casan Ord. Depot, one GE des.

Olin—Olin Mathieson Chemical, ?

Orestes—Western Indiana Gravel (2½ miles), one GE des.

Richmond—American Aggregates, one 500-hp des (ex-elec. express motor), one GE 300-hp des.

Rich Valley—Ed O'Connor, one gas 0-4-0.

Rome City—Wolcottville Sand & Gravel, one 0-4-0T.

Sullivan—Pandora Coal (3 miles), 6 locos, 3 shuttle cars, 50 mine cars, 36" gage.

South Bend—South Bend Sand & Gravel, ?; Studebaker-Packard, 2 Alco 660-hp des.

Speed—Louisville Cement, 2 locos, cars.

Terre Haute—Tri-K Mining, 4 locos, 30 mine cars, 36" gage; Viking Coal, 13 shuttle cars, 100 mine cars, n.g.

West Lafayette—Purdue Univ., 4 miles, one GE des.

Westport—Indiana Railway Museum (4,000 ft.), Also one.

one Fairmont motor, one interurban, one pushcar.

Whiting—Cities Service Oil, ?; Union Tank & Car, 2 Whitcomb 300-hp des, 2289 tank cars.

Yankeetown—Yankeetown Dock, one F-M 1200-hp des.

**(Continued in next issue)**

In previous lists the following roads were either left out or listed wrong (C&O is common carrier; others are industrial lines):

Newport News, Va.—Chesapeake & Ohio, diesel, 42" gage.

Bryant, Fla.—U.S. Sugar, one 4-6-2, one GM 1000-hp des.

Bartow, Fla.—Davidson Chemical Div. of W. R. Grace, one Alco 900-hp des, one BLW 1000-hp des.

Copeland, Fla.—J.C. Turner Lumber (line torn up), three 2-6-2's, one 2-6-0.

Gainesville, Fla.—Cabot Carbon, two 0-4-0T's, one Plymouth gas 0-4-0.

Naranja, Fla.—Naranja Rock, one Ply, gas 0-4-0.

Nichols, Va.—Carolina Chemical, one Porter des, one Whit. gas 0-4-0, one Whit. dm 0-4-0.

Pierce—Amer. Agricultural Chemical, 5 mi., one 0-6-0 (on display), 3 GE 600-hp des, one GE 380-hp des.

Red Road (Miami), Fla.—Maule Industries, one Vulcan des.

Tampa, Fla.—Gen. Portland Cement, one Alco des. ●

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Excelsior Medical Clinic, Excelsior Springs, Mo.

**San Luis Valley's 106 has just been acquired by the Colorado Railroad Museum.**
C. W. Hauck, 8400 Summerhouse Rd., Cincinnati, Ohio

# RAILROAD HOBBY CLUB

**by Sy Reich**

NORTH of Bisbee is the old near-ghost town of Pearce, the scene of Arizona's last gold rush, the one which emptied Tombstone in 1885. Here, as a memorial to railfan "Chuck" Cornish, is located the Arizona Railroad Museum—a non-profit institution with no admission charge. Chuck was mysteriously shot to death at age 27 near his ranch house; and his parents, Mr. and Mrs. "Ike" Cornish, are running the museum and a landmark known as The Old Store.

Sy Reich

Chuck had a lifelong interest in railroads. He built engine models and manufactured model railroad track, shipping it to buyers all over the U.S. and abroad. He had started the museum and was stocking it with railroadiana when he died. Strange that Chuck, a gentle young man, was killed by a bullet—he who loved animals so much that he never shot one!

All sorts of wildlife looked to Chuck for protection. He always had a badger, a pet skunk, or some other little beast that normally was afraid of humans. At his death he left a burro, a pet crow, some geese, and a family of bull snakes that lived in a basement under The Old Store. Today his parents are caring for them while improving the museum.

The museum's home is said to be the largest 'dobe building in active use in the Southwest. Ike Cornish welcomes contributions of old photos, manifests, timetables, tickets, posters, lanterns—any kind of railroadiana. This museum is officially recognized by the University of Arizona and the Association of American Railroads.

## News of Steam Power

Good news: the Arcade & Attica revived steam passenger service Aug. 4 between Arcade and Curriers, N.Y. Last previous passenger run was in 1951. Since then A&A had been hauling freight only, with diesels. No passenger run this winter but will resume in spring.

"Steamtown USA" excursion trains will be operated every Sat. and Sun. until Nov. 4, a 20-mile, 2-hr. trip out of Keene, N.H. The engine is ex-Rahway Valley 2-8-0 No. 15. All steam locos formerly on display at Pleasure Island, Wakefield, Mass., have been moved to the Steamtown yard at N. Walpole, N.H., reports Ron Salters. When completed in 1946, Steamtown is expected to have 41 locos, a museum, roundhouse, water tower, and 500-car parking lot.

For sale: 0-4-0 steam loco, like new, $2980 plus shipping charges from Milwaukee, Wis.; Henschel-built 1934-'5 seamless steel tubes, 2-ft. gage, 175 lbs. b.p., copper firebox, 8½x12" cyls., 25" drivers, wt. 8 tons. Contact Jas C. Valesh, New Albin, Iowa.

The Buffalo Creek & Gauley has made a swap with Georgia-Pacific Corp of Swandale Mill, W. Va., whereby BC&G received Climax loco No. E-3 (formerly Elk River E-3), the last Climax operating in U.S.A., in trade for a motor railbus, reports John P. Killoran, BC&G public relations director, 315 Bell Dr., Lewisburg, W. Va. The Climax will be used as a showpiece and for fantrips and other special events.

"Two winters ago," reports Joe Compton, 509 Pinetree Dr., Severna Park, Md., "a railfan sneaked into the BC&G's busy yard at Widen, W. Va., without signing a release, carelessly got in the way of a hopper car being switched, and lost a leg. Not even that tragedy set Gen. Supt. Manning

**The Piedmont & Northern's old 5101 and 5103 have been stored outdoors at Charlotte, N.C., since they made their last runs four years ago.**

B. F. Roberts
RFD 7, Box 328
Spartanburg, S.C.

or General Manager E. Hemingway against railfans in general. Those who sign releases are permitted to take photos on BC&G property."

Steam engines of Malayan Railways' "Golden Arrow" carry names painted in English on one side and in Malayan on the other, we learn from Gerald M. Best, Pacific Coast resident vice president of R&LHS, who visited our office the other day on his way home from a 3-month global tour.

This news comes from Lester C. Harlow, Lt. Comdr. USN (retired), 5901 Paul St., Alexandria, Va.:

"Union Pacific's last active steam engine, 4-8-4 No. 844, has been renumbered 8444 to avoid conflict with new 800-series diesels. Her latest round trips were Ogden-Cheyenne and Cheyenne-Rawlins. The UP's 4-6-0 No. 1234 is stored in good condition at Rawlins, Wyo., roundhouse and may be donated to a group not yet announced. UP Big Boy No. 4013 is stored outside at Cheyenne along with 4-6-6-4 No. 3806. I understand these two will be kept. But I saw Big Boys 4003, 4012, 4023, and 4024 outside the shops dismally awaiting the torch."

Harlow also reports that tracks of the old steam-powered Arkansas & Ozarks that ran between Harrison, Ark., and Seligman, Mo., have been taken up. The final train rolled in May '60. "This was the last major remnant of the former Missouri & Arkansas Ry., which at the time of its folding in 1946 was the longest single abandonment (360 miles) in U.S. history. Only 8 miles of that once-great line survice as the Cotton Plant Fargo Ry. between Arkansas cities of those names.

"The Carolina Southern, a quaint road which operated until very recently between Windsor and Ahoskie, N.C., with steam power and only during daylight hours, is now abandoned."

"Photo of Edaville 2-4-4T No. 7 in Aug. Railroad Magazine is credited to R. Jowers but was made from my original negative, which he got from me in trade," writes Robt. Jennings, 13 Cliff Ave., Scituate, Mass.

"Can anyone supply data on locos sold by Southern Iron & Eq. Co. of Atlanta?" asks Wm. Reddy, 96 Delray Ave., West Seneca Branch, Buffalo 24, N.Y. "I want SI&E assigned numbers, builders' numbers, and second-hand data. When my roster is done I'll send a copy to Railroad Magazine."

Rockton & Rion RR. in South Carolina is operating a Woodward Iron 2-8-2 (Birmingham) which it bought recently, reports H. Reid, 8549 Wayland St., Norfolk 3, Va. She is similar to No. 19, acquired from the same firm and in service for some time. R&R also has two 0-4-0T's.

Duluth, Missabe & Iron Range has given Santa Fe type No. 506 to National RR. Museum at Green Bay, Wis., which owns six other steam locos. The museum recently built a roundhouse to store its engines in winter but will set them out on exhibit tracks for summer inspection by railfans. Last service of No. 506 was switching at Proctor yard in 1959.

The Southern San Luis Valley's 106 (Baldwin, 1890) has just been bought for display by the Colorado Railroad Museum at 17155 W. 4th Ave., Golden (near Denver). Built originally as Denver & Rio Grande No. 583, she was one of the first batch of "heavy" (58-ton) freight engines acquired by the Rio Grande to power its standard-gaged line from Denver to Salt Lake via Leadville.

Cornelius Hauck writes: "She is the oldest and only standard-gage Rio Grande steamer intact. A sister engine, No. 105, is being cannibalized for parts to replace those stolen by railfan vandals from the 106 when she lay for years in an old shed at Blanca. The museum would appreciate the return of 106's builder and number plates—no questions asked."

Copies of an excellent b&w painting of a Sierra freight train wheeled by steamer 38 (ex-Weyerhaeuser 4, now Rayonier 38), printed on fine heavy paper suitable for framing, may be had from Glenn Beier, 10364 Holmes Way, Rancho Cordova, Calif., at $2.95 each. We recommend these prints. The artist is George Mathis and the size is 17½ x 22½".

"Recently I saw 4 steam locos at Maddox Foundry & Machine Works, Archer, Fla.," writes Ken Willis, 1415 Oak St., Palatka, Fla. "They are SAL diamond-stacked 2-4-0 No. 3, restored, Baldwin No. 28,398, built 1906; 0-4-2T, Baldwin 11,051, built 189-; 0-4-0T, Baldwin 32,792, built 1908, and 0-4-0T, Vulcan I&F No. 4208, built 1937, serial No. 4308. I want history, specs, and pix of all 4."

Cliffside RR. in North Carolina ended 55 years of steam July 20 by retiring 2-6-2 No. 10 (shopped for permanent display) and giving her run to a diesel, reports David Watt, 3511 Cherry Lane, Austin, Tex. Cliffside's only other steamer, 2-8-0 No. 40, has been sold (to whom?). Graham County at Robbinsville is now North Carolina's only steam railroad.

Oldest loco now in service at the Santa Fe, Argentina, engine shed of the General Belgrano Railway (11,206 miles) is a 2-6-0 built in 1887 by Dubs & Co. of Glasgow, Scotland (builder's No. 2261, numbered 221, renumbered 2261), reports John Silva, S. del Carril 1880, Santa Fe, Argentina. Our correspondent is a locomotive instructor. He is eager to get second-hand railway publications of all kinds, printed in either English or Spanish, especially those of interest to enginemen.

Southern Ry. No. 1401, a splendid green and gold Pacific type, has been given to the new museum of History and Technology at the Smithsonian Institution, Washington, D.C. "Now she belongs to 180 million Americans," comments SR magazine Ties.

One of Central of Georgia's two stored steam locos has been scrapped; the other is now on permanent display in Central Park, Macon, Ga.

Ghost Town at Findlay, O., has just received a Vulcan saddle-tank steam loco donated by France Stone Quarry of Toledo.

Reader Railroad still operates a 2-6-2 between Reader and Waterloo, Ark., reports Clifton Hull, North Little Rock, Ark.

Bonhommie & Hattiesbura Southern steam loco No. 250 has been sold to NRHS, Chicago Chapter. The same road's 300, now on a siding, may be scrapped.

"Duke Power Co. has an old steam loco built at Alco's Cooke plant," writes John Crew, 407 Timberlane Dr., Mount Holly, N.C. "She is stored in bad condition in the yard 3½ miles from my home." (He gives no other details)

Chicago's famous Museum of Science & Industry has just acquired Baldwin steam engine No. 2903 from the Santa Fe. This 4-8-4 is equipped with a device that turns her 80" driving wheels while she stands still in the exhibit area. There are at least 450 steam locos on display in U.S. parks and museums but, so far as we know, No. 2903 is the only one working such a device. She made her last run July 31, 1955, from Emporia, Kan., to Clovis, N.M.

The Savannah & Atlantic has donated Pacific No. 750 (Alco, 1910) to Atlanta Chapter of NRHS, announces Alton Lanier, 2672 Green Metadows Lane, Atlanta 19, Ga. She was originally Florida East Coast No. 136 and is said to have pulled the "Havana Special" on Flagler's overseas line between Miami and Key West. Now handles occasional fantrips.

Down at Lithonia, Ga., it is always "Be Kind to Railfans" Week. J. K. Davidson, president of the Atlanta, Stone Mt. & Lithonia Ry., wrote to one of our readers: "We'll be glad to have you visit our quarries and ride with our engineer, Carl Dahlgren. Come any weekday from 7 a.m. to 4 p.m. Carl will let you handle the throttle, bell, and whistle."

You'd better get a pass before visiting Lithonia. Our reader has one.

CB&Q engine 5633, class 05A, and UP (Oregon car 3168 have been donated to State Fair grounds


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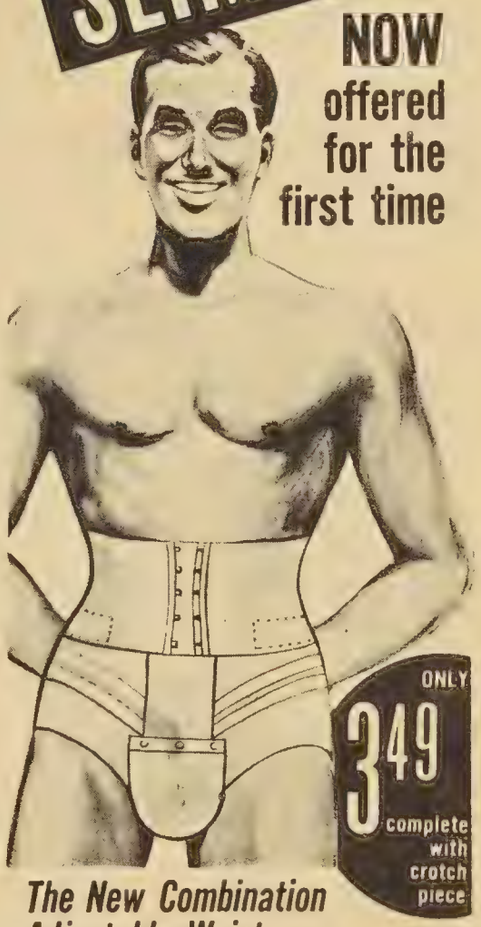

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**New York Central's last two steam locomotives, the former speed champion 999 and the 2933 (4-8-2), were stored in DeWitt Yard before being sent to museums.**

Alfred Gorney, Jr., 620 Plant St., Utica, N.Y.

at Douglas, Wyo., reports W. C. Lindmier, Jr., Box 357, Douglas. The engine built in 1940 at CB&Q's West Burlington shops. •

## Coming Railfan Trips

Oct. 6-7—Calif.-Nevada RR. Hist. Soc. from Bay Area over Yreka Western with steam. Contact Eldon Lucy, 6421 Benvenue Ave., Oakland, Calif.

Oct. 7—Steam power will be used between Sarnia and Stratford on Detroit-Stratford trip operated via GTW and CNR via Mt. Clemens, Mich., and Forest and London, Ont. Contact Michigan RR. Club, P.O. Box 2271, Dearborn, Mich.

Oct. 12-14—SP excursion from Bay Area to Thorne, Nev. Contact Central Coast Ry. Club, P.O. Box 783, San Jose, Calif.

Oct. 14—Steam-powered "Autumn Leaf Special" from Bethlehem, Allentown, and Reading to West Milton, Pa. Photo stops. Adults $9.50. Contact Passenger Representative, Reading Co., Reading Terminal, Philadelphia 7, Pa.

Oct. 14—NYC West Shore trips cancelled.

Oct. 18—Rail and river steamer tour of South and Midwest, out of Los Angeles. Contact Civil Service Rail-Fans and Finlay Fun-Time Tours, 11308 Burbank Blvd., North Hollywood, Calif.

Oct. 20-21—Euclid Railfans Club sponsors old-time trolley week-end at Cleveland, incl. rides on rare equipment of Columbia Park & SW at Olmsted Falls, transportation from West Park CTS Rap. Trans. sta., Shaker Hts. frt. motor, etc. Contact Geo. M. Badstuber, trip coordinator, 21701 Maydale Ave., Euclid 23, Ohio.

Oct. 21—Spl. train over RF&P and C&O to Williamsburg, Richmond, Ft. Eustis, sponsored by NRHS, Washington Chapter. Time for sightseeing. Army runs steam trains over 38-mile Ft. Eustis line. Lv. Washington Union Station 8:30 a.m. EDT, Alexandria 8:50. Round trip $11.50 (kids $6). Fare from Doswell or Richmond on request. Contact Trip Committee, P.O. Box 487, Ben Franklin Station, Washington 4, D.C.

Oct. 21—North Hills Travelers Club sponsors fall foliage trip via Pennsy from Pittsburgh to Horseshoe Curve, Muleshoe Curve, and Altoona. Contact J. Edw. Wally, 43 Grant Ave., Etna, Pittsburgh 23, Pa.

Oct. 20—About 30,000 visitors are expected Fresno Interurban using Santa Fe from Bay Area to Fresno. Contact Addison Laflin, 2119 Marin Ave., Berkeley 7, Calif.

Oct. 20—About 30,000 visitors are expected at final spike-driving on 36"-gage Roaring Camp & Big Trees Ry. Free train rides for all, 2 miles thru redwood forest behind full-size steam loco. Not an amusement park. Equipment was used in 1870's and '80's. Ties are hand-split redwood, with 35-lb. rail rolled in 1880-'2 for old Carson & Colorado.

Oct. 28—NRHS, Baltimore Chapter, sponsors trip from Baltimore to Hagerstown on the Western Md. Outbound via Thurmont, return thru Gettysburg, with side trip to York, Pa. Fare $9.50. Contact Robt. W. Janssen, 270 Joppa Rd., Baltimore 34, Md.

Nov. 17—NYC West Shore and mainline fall foliage trip, $12 (kids $6). Lv GCT about 9:30 a.m. via Hudson Div. and frt.-only Castleton cutoff; tour Selkirk yard. Return by W. Shore Div. to Weehawken; bus to N.Y. Contact D. E. Pevsner, 300 West End Ave., New York City 23.

Dec. 31-Jan. 1—Central Coast Ry. Club sponsors New Year's Eve party trip. Contact CCRC, P.O. Box 783, San Jose 6, Calif. •

## Setouts and Pickups

"Old Steam & New Diesels," latest list of color and b&w slides, is now available at 35c from Paul Garde, Thirty-five Slides, Box 368, Green Mountain Falls, Colo. "This may be our last list for some time," says Paul, "unless fans put us in touch with collectors who will let us duplicate and sell copies of their old color slides on a royalty basis. We don't need recent material."

Notice to art students living in or near New York City: We have very few originals of artwork by Joe Easley, used in Railroad Magazine: wash drawings of illustrations and pen-and-inked "Along the Iron Pike," all quite large. Any art

Roy Hartman, 32 Maryland Ave., S.E., Washington 28, D.C.

**This is unusual: a Climax, No. 6, and a Heisler, No. 4, doubleheaded in action, photographed last July at Clark's Trading Post in North Woodstock, N. H.**

student who wants one may get it free by calling at our office to pick it up—as long as the tiny supply lasts. None shipped by mail or express.

Following the merging of Missouri Pacific and T&P into one system with 15 operating divisions, the motive power has been renumbered. Details on this renumbering appeared in July '62 issue of "The Mixed Train," official publication of Camerail Club of Omaha, edited by Lou Schmitz, 2708 Laurel Ave., Omaha 11, Neb.

Set of six 35mm color slides of "General" (Civil War loco), including a collapsible viewer, packaged in imitation red leather case, $1.50 from Louisville & Nashville RR., Adv. Department, P.O. Box 1198, Louisville, Ky.

Black River & Western RR., whose 2-8-2 was pictured in Oct. '62 Railroad Magazine, will no longer run—at least not in Chester, N.J.—for the Jersey Central announced it was selling the track and right-of-way, laments Jack Emerick, 200 South Terrace, Boonton, N.J.

Data on Pennsy electric locos is wanted by L. P. Cummings, Jr., 129 Nevin St., Lancaster, Pa. He writes: "Some ex-GN locos, Nos. 1-7, were scrapped, also No. 5800. Several P-5 and P-5a freight locos have been scrapped since the new E-44's began taking over, and the 4772 was scrapped in the Pennsy wreck last Aug. 14 at Atglen, Pa. When and where were the scrappings?"

Freeman Hubbard, editor, is writing an article on Long Island's "Cannon Ball" for next issue of Railroad Magazine, which will tie in with our forthcoming LIRR roster. This is America's only all-parlor-car train, running 114 1/2 miles between Long Island City and Montauk, but not in winter.

"Why do many fans in The Switch List refuse to answer mail?" asks Tex Hudson, 3106 Marlinda St., Baldwin Park, Calif. "If I write to ten guys, as I often do, I get an average of one reply."

Fred Kern, Jr., of Philadelphia, sends a few corrections in our Baltimore & Ohio roster (April '62). Unit 4504 never existed because 245 was rebuilt before the renumbering. 1407 never existed because second 52 was scrapped prior to renumbering. Unit 8000 was formerly 195 and 1, never 300 or 1000. Inadvertantly omitted were GM-EMD units 9614-9621, class SE-6, 1200 hp, model SW1200, B-B wheel arrangement, tractive effort 62,000 lbs., weight 248,000 lbs., built in 1957. Unit 2414 was rebuilt to class PE-5X in 1958-'9, and 9215 was converted to SB-2c in 1957. Renumbering effective Nov. 1, 1956. ●


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# Shortlines of Indiana

*Roster Compiled by Sy Reich*

### Algers, Winslow & Western Railway

| Class | Road Numbers | HP | Builder | Model | Wheel Arngt. | Tract. Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| ..... | 1-2 | 1000 | Alco-GE | S2 | B-B | 69,000 | 244,000 | 1953 | |

### Baltimore & Ohio Chicago Terminal Railroad

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| SE-1 | 8416-8421 | 600 | GM-EMD | SW1 | B-B | 49,500 | 198,000 | 1942 | 1 |
| SE-4 | 9509-9511 | 1000 | GM-EMD | NW2 | B-B | 62,100 | 248,400 | 1943 | 2 |
| SE-6c | 9600-9607 | 1200 | GM-EMD | SW9 | B-B | 61,625 | 246,500 | 1952 | 3 |

### Central Indiana Railway

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ..... | 1 | 600 | GM-EMD | SW1 | B-B | 49,500 | 198,000 | 1949 | |

### Chicago South Shore & South Bend Railroad Locomotives

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ..... | 601 | 600 | GM-EMD | SW1 | B-B | 50,000 | 200,000 | 1941 | 4 |
| ..... | 701-706 | 2900 | GE | box cab | C+C | 70,000 | 280,000 | 1930 | 5 |
| ..... | 801-803 | 5600 | GE | strmlnd | 2-D+D-2 | 101,500 | 546,000 | 1948 | |
| ..... | 900-903 | 1600 | WH | stp cab | B-B | 50,000 | 200,000 | 1930 | |
| ..... | 1011-1013 | 1440 | GE | stp cab | B-B | 42,500 | 170,000 | 1930 | |

### CSS&SB: Multiple-Unit Cars

| Rd. Nos. | Description | Builder | Date | Seats | Length | Motors | HP | Notes |
|---|---|---|---|---|---|---|---|---|
| 1-9 | ar mtr stl coa. | Pull. | 1926 | 56 | 60'-0" | 2 WH 567 | 550 | |
| 11-15 | ar mtr stl coa. | Pull. | 1926 | 80 | 77'-6" | 2 WH 567 | 550 | |
| 16-22 | ar mtr stl coa. | Pull. | 1926 | 80 | 78'-6" | 2 WH 567 | 550 | |
| 23-25 | ar mtr stl coa. | Pull. | 1927 | 80 | 78'-6" | 2 WH 567 | 550 | AC |
| 26-28 | ar mtr stl coa. | Stan. | 1929 | 80 | 78'-6" | 2 WH 567 | 550 | AC |
| 30-35 | ar mtr stl coa. with Pull. sm. | Stan. | 1929 | 48 | 61'-0" | 2 WH 567 | 550 | |
| 36 | ar mtr stl coa. | Stan. | 1929 | 80 | 78'-6" | 2 WH 567 | 550 | |
| 37 | ar mtr stl coa. with Pull. sm. | Stan. | 1929 | 48 | 61'-0" | 2 WH 567 | 550 | |
| 38-39 | ar mtr stl coa. | Stan. | 1929 | 56 | 61'-0" | 2 WH 567 | 550 | |
| 40 | ar mtr stl coa. with Pull. sm. | Stan. | 1929 | 48 | 61'-0" | 2 WH 567 | 550 | 6 |
| 100, 101, 103, 106-109 | ar mtr stl com. | Pull. | 1926 | 68 | 77'-6" | 2 WH 567 | 550 | AC |
| 102, 104-105 | ar mtr stl com. | Pull. | 1926 | 64 | 77'-6" | 2 WH 567 | 550 | AC |
| 110-111 | ar mtr stl com. | Pull. | 1929 | 64 | 78'-6" | 2 WH 567 | 550 | AC, 7 |
| 201-206 | ar trl. stl coa. | Pull. | 1927 | 80 | 78'-6" | | | |
| 207-210 | ar trl. stl coa. with Pull. Sm. | Pull. | 1927 | 50 | 61'-0" | | | |
| 211-212 | ar trl. stl coa. with Pull. sm. | Stan. | 1929 | 50 | 61'-0" | | | |
| 353-354 | ar trl. stl coa. | Stan. | 1929 | 56 | 61'-0" | | | |
| 503-504 | ar trl. bag. car | Pull. | 1926 | .... | 61'-6" | | | |

### Elgin, Joliet & Eastern Railway

| Class | Road Numbers | HP | Builder | Model | Wheel Arngt. | Trac. Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| ..... | 100 | 2000 | BW | DT 6-6-20 | C-C | 93,000 | 372,000 | 1946 | 8 |
| ..... | 101-126 | 2000 | BW | DT 6-6-20 | C-C | 88,500 | 354,000 | 1948,50 | 9 |
| ..... | 200-209 | 600 | GM-EMC | SW | B-B | 51,500 | 206,000 | 1936-7 | 10 |
| ..... | 210-217 | 660 | Alco-GE | S1 | B-B | 49,500 | 198,000 | 1940-1 | |
| ..... | 220-224 | 600 | GM-EMD | SW1 | B-B | 50,000 | 200,000 | 1940 | |
| ..... | 225-246 | 600 | GM-EMD | SW1 | B-B | 49,500 | 198,000 | 1940-1 | 11 |
| ..... | 270-272 | 660 | Baldwin | VO 660 | B-B | 49,500 | 198,000 | 1940 | 12 |
| ..... | 300-307 | 1200 | GM-EMD | SW1200 | B-B | 62,000 | 248,000 | 1960 | |
| ..... | 400-401 | 900 | GM-EMC | NW1 | B-B | 62,000 | 248,000 | 1937 | 13 |
| ..... | 402 | 900 | GM-EMC | NC | B-B | 65,000 | 260,000 | 1937 | 14 |
| ..... | 403-407 | 1000 | GM-EMD | NW2 | B-B | 62,500 | 250,000 | 1940-1 | |
| ..... | 409-443 | 1000 | GM-EMD | NW2 | B-B | 62,000 | 248,000 | 1947,9 | |
| ..... | 452-462 | 1000 | Alco-GE | S2 | B-B | 58,000 | 232,000 | 1940,1,4,8 | |
| ..... | 475-484 | 1000 | Baldwin | VO 1000 | B-B | 59,500 | 238,000 | 1941,4 | 15 |
| ..... | 500-501 | 1500 | BW | DRS 6-6-15 | C-C | 82,500 | 330,000 | 1949 | 16 |
| ..... | 600-602 | 1750 | GM-EMD | SD9 | C-C | 88,500 | 354,000 | 1957 | |
| ..... | 700A-701A | 1500 | BW | DR 4-4-15 | B-B | 65,300 | 261,200 | 1949 | 17 |
| ..... | 700B-701B | 1500 | BW | DR 4-4-15 | B-B | 63,775 | 255,100 | 1949 | 18 |
| ..... | 701-726 | 2000 | BW | DT 6-6-20 | C-C | 88,500 | 354,000 | 1948,50 | 9 |
| ..... | 800-809 | 1500 | Alco-GE | RS-2 | B-B | 62,500 | 250,000 | 1948-9 | |
| ..... | 901-926 | 2000 | GM-EMD | ..... | C-C | 88,500 | 354,000 | 1948,50 | 9 |
| ..... | T-1—T-4 | ..... | EJ&E | hump trls. | B-B | 62,500 | 250,000 | 1951,6,7 | |

### Ferdinand Railroad

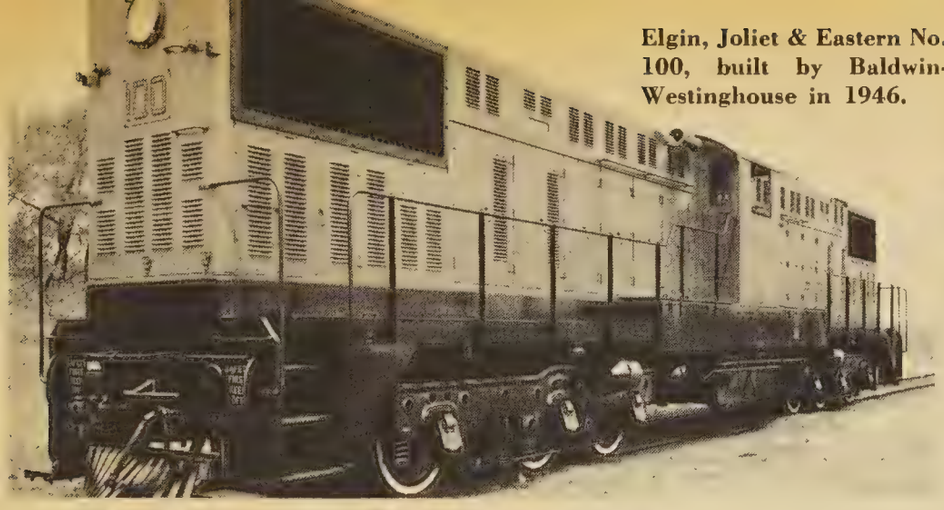
| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ..... | 101 | 300 | GE | 45-ton | B-B | 27,000 | 96,000 | 1953 | |

### Indiana Harbor Belt

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DES-13c | 8715-8718 | 1000 | GM-EMD | NW2 | B-B | 62,075 | 248,300 | 1948 | |
| DES-13d | 8719-8739 | 1000 | GM-EMD | NW2 | B-B | 62,075 | 248,300 | 1948 | |
| DES-13g | 8774-8789 | 1000 | GM-EMD | NW2 | B-B | 61,750 | 247,000 | 1949 | |
| DES-13h | 8790-8802 | 1000 | GM-EMD | NW2 | B-B | 61,625 | 246,500 | 1949 | |
| DES-13k | 8811-8834 | 1000 | GM-EMD | NW2 | B-B | 61,750 | 247,000 | 1949 | 19 |
| DES-16a | 8835 | 1200 | GM-EMD | SW7 | B-B | 61,800 | 247,200 | 1949 | |
| DES-16b | 8836-8850 | 1200 | GM-EMD | SW7 | B-B | 61,625 | 246,500 | 1950 | 20 |
| DES-16d | 8856-8879 | 1200 | GM-EMD | SW7 | B-B | 61,625 | 246,500 | 1950 | |
| DES-16r | 9002-9008 | 1200 | GM-EMD | SW9 | B-B | 61,600 | 246,400 | 1953 | |
| DHT-2d | 473-474 | ..... | NYC Harmon | ..... | B-B | 66,500 | 266,000 | 1950 | 21 |
| DHT-2e | 476 | ..... | NYC Collen. | ..... | B-B | 65,250 | 261,000 | 1954 | 22 |

### Indianapolis Union Railway

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ..... | 10-18 | 1000 | FM | ALT 100.6A | B-B | 34,000 | 240,700 | 1949-50 | |
| ..... | 19-21 | 1200 | FM | H12-44 | B-B | 34,000 | 246,000 | 1952 | |



Elgin, Joliet & Eastern No. 100, built by Baldwin-Westinghouse in 1946.

**Kentucky & Indiana Terminal Railroad**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ..... | 44-47 | 1000 | Baldwin | VO 1000 | B-B | 71,000 | 238,000 | 1942-3 | |
| ..... | 48-52 | 1000 | FM | ALT 100.6A | B-B | 72,000 | 240,000 | 1947-8 | |
| ..... | 53-54 | 1000 | BW | DS 4-4-1000 | B-B | 69,000 | 230,000 | 1948 | |
| ..... | 55-59 | 1000 | FM | ALT 100.6A | B-B | 62,000 | 248,000 | 1949 | |
| ..... | 60-64 | 1200 | FM | H12-44 | B-B | 61,700 | 247,000 | 1951 | |
| ..... | 65-66 | 1200 | FM | H12-44 | B-B | 61,800 | 247,200 | 1953 | |

**Lake Erie & Fort Wayne Railroad**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| D-6 | 1 | 660 | Baldwin | VO 660 | B-B | 60,000 | 198,000 | 1941 | 23 |

**Louisville, New Albany & Corydon Railroad**

Owns one unit (specifications unknown to us.)

**Muncie & Western Railroad**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ..... | 7 | 400 | GE | 65 ton | B-B | 32,500 | 130,000 | 1944 | |
| ..... | 8 | 600 | GE | 70 ton | B-B | 35,000 | 140,000 | 1946 | |

**New Jersey, Indiana & Illinois Railroad**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| D-6 | 1 | 660 | Alco-GE | S1 | B-B | 49,750 | 199,000 | ? | 24 |
| D-10 | 2 | 1000 | GM-EMD | SW7 | B-B | 73,500 | 245,500 | 1948 | 25 |

**Peoria & Eastern Railway**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DES-16g | 8904-8910 | 1200 | GM-EMD | SW7 | B-B | 62,000 | 248,000 | 1950 | |
| DRS-4c | 5612-5623 | 1500 | GM-EMD | GP7 | B-B | 61,550 | 246,200 | 1950 | |
| DRSP-4d | 5624-5625 | 1500 | GM-EMD | GP7 | B-B | 61,650 | 246,600 | 1950 | 26 |

**Southern Indiana Railway**

Owns two units (specifications unknown to us)

**Twin Branch Railroad**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ..... | 3-4 | 300 | BW | ..... | B-B | 28,750 | 115,000 | 1929 | 27 |
| ..... | 5 | 470 | GE | 65 ton | B-B | 39,000 | 130,000 | 1950 | |

## Indiana Roster Notes

Roster is based on data from the railroads' officers and is generally accurate as of June, 1962. Builders: Alco, American Locomotive Co.; BW, Baldwin-Westinghouse; FM, Fairbanks, Morse & Co.; G.E., General Electric Co.; GM-EMC, General Motors, Electro Motive Corp.; GM-EMD, General Motors, Electro Motive Div.; Pull., Pullman Co.; Stan., Standard Car Co.; NYC, New York Central RR; Collen, Collenwood shops.

Among the other abbreviations are: ac, air-conditioned; ar, arch roof; bag., baggage; coa., coach; com., combination; sm., smoker; stl, steel; stp., steeple; stremlnd, streamlined; trl., trailer.

(1) Formerly Nos. 216-221, class DS-3E.
(2) Formerly Nos. 409-411, class DS-4E.
(3) Formerly Nos. 590-597, class DS-6C.
(4) Bought from Buffalo Creek RR.
(5) Purchased from New York Central, formerly Nos. 303, 308, 314, 334, 335, 340-343, and 318. Not all units have been rebuilt. Units not renumbered consecutively.
(6) Rebuilt from 213.
(7) Rebuilt from 29.
(8) Scrapped.
(9) Locomotives 101-126 were rebuilt to units of the 700 and 900 series, retaining the same two last digits. In existence now are units 701, 702, 903, 704, 705, 906, 707, 708, 909, 910, 711, 912, 913, 914, 915, 916, 117, 118, 919, 920, 921, 722, 723, 924, 925, and 726.
(10) All units sold or scrapped. Known dispositions are: One unit to Witte Gravel Co. No. 205 to Cuyahoga Valley, renumbered 205. Two to South Shore Ry. One to Georgia & Florida, renumbered 73.
(11) Units 231 and 233 sold to Great Western RR., renumbered 62-63. Units 238-239 sold to West Palm Beach Terminal. Units 235 and 240 either sold or scrapped.
(12) 271 sold or scrapped. 272 sold to the Baltimore & Ohio, renumbered 375 and classed DS-21B, later renumbered 9200, class SB-1.
(13) 400 sold to the Georgia & Florida, renumbered 91. 401 sold or scrapped.
(14) Sold to the Philadelphia, Bethlehem & New England, renumbered 55.
(15) 482 sold or scrapped.
(16) Purchased in 1956 from the Bessemer & Lake Erie, formerly B&LE 401-402, class W-3A.
(17) Sold to B&O, renumbered 847 and 849 and classed DF-9, later renumbered 4200-4201, reclassed FB-1.
(18) Sold to B&O, renumbered 847X, 849X and classed DF-9X, later renumbered 5200-5201, reclassed FB-1X.
(19) 8832 scrapped.
(20) Built for the New York Central, now assigned to the IHB.
(21) Converted from 542,563, class DES-3.
(22) Converted from 535, class DES-3.
(23) Bought from Wabash, renumbered from 200.
(24) Sold to Wabash Railroad.
(25) Originally Indiana Northern 100, then leased to the Wabash when the Indiana Northern was bought by the New Jersey, Indiana & Illinois and numbered 353.
(26) Steam generators removed and reclassed DRS-4d.
(27) Storage battery and electric locomotives; 3 scrapped, 4 in service.

**Motive-power rosters in our next issue (Feb., out Dec. 4) will be the Long Island and the Chicago Great Western.**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# SWITCH LIST

THESE items are published free and in good faith but without guarantee. Keep within 28 words, including name and address. Use abbreviations such as *tts.* (timetables), *emp. tts.* (employees timetables), *b&w* (black and white), and SAS (send 4¢ stamped envelope for list or details).

A tight printing schedule compels us to close *The Switch List* a long time before publication date. As this magazine hits the newsstands, our next department is already closed. Entries for April issue (out Feb. 4) should reach us not later than Nov. 19, stating:

(1) sizes of pix, (2) whether steam, diesel, or what, (3) whether or not a list is available, and (4) condition of books or magazines you offer.

If you want pen pals, state your special interests so that they will know what to write about.

Write each item plainly (or pen-print or typewrite it) on a postcard or separate sheet of paper—not buried in a letter dealing with other matters. We discard items hard to read. Address Sy Reich, *Railroad Magazine,* 205 East 42nd Street, New York 17, N.Y.

JOHN AARDEMA, 233 Slater St., Paterson, N.J., wants any size pix Interstate 2-8-0's 13-14, 2-8-2 13-14, Austrian 2-6-4, Arg. 0-12-2T, Russ. 4-14-4.

RAGNAR ALBERTSEN, 5206 6th Ave., Brooklyn, N.Y., sells emp. tts., pix, NYCTA transfers; list 5¢.

JOHN AMBROSIA, 138 E. Mahanoy Ave., Mahanoy City, Pa. sells emp. tts., rule bks., other railroadiana. (SAS)

HOWARD AMELING, 807 Court St., Fremont, O., sells steam pix, sizes 3½x5 to 8x10, B&O, NKP, GTW, CNR, CPR, N&W, BC&G, shortlines. List, sample 10¢.

C. T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla., sells 4x5 and pc pix big Eastern rds., also shortlines, stations; list free.

JOHN BARTH, Jr., 54 Poplar St., Closter, N.J., sells 5x7 diesel pix Erie, NYS&W, NH, etc. List 5¢.

JOHN BATTY, 13741 Thunderbird Dr., Seal Beach, Calif., buys, sells, trades old annual rr. passes.

BILL BREIEL, 76 Fruit Hill Dr., Chillicothe, O., wants pix C&NW 1208 and 1237.

MYRTON BRINK, 2206 57th Ave., Oakland, Cailf., will trade or sell V&T and Central Pac. '78 waybills into Carson City.

W. BROSCHART, 86 Fairview Ave., Bogota, N.J., sells Trains '42-'62, British rr. mags., British steam negs.

PAUL CABLECK, 2549 California Ave., Dayton, O., buys or trades for negs., pix, slides, movies (any size) about Cleveland rrs., incl. traction.

LEO CALOIA, 14813 Mansa Dr., La Mirada, Calif., trades orig. 35mm, 120 b&w negs. LA trolleys for those of your city.

DON CAMPBELL, 7902 E. 113th Terr., Kansas City, Missouri, wants M&A, M&NA emp. tts. Buys or trades M&A rule bks.

HERB CEARLEY, 2529 Adams, Long Beach, Calif., trades, sells orig. color slides US, European steam, trolleys.

KEITH CHRISTENSON, 1811 W. Crescent Ave., Park Ridge, Ill., will sell set of 50 Railroad Magazines '38-'45, steam bldrs. plates, etc. (SAS) (Ed. asks, condition of magazines?)

DON CLARK, 140 E. Kelly, Augusta, Kan., sells steam, diesel pix, other railroadiana. (SAS)

VIC CONTE, 1615 W. 6th St., Brooklyn, N.Y., will buy 4x5 b&w trolleys '15-'20 in Kan., Missouri, Ky.; also Birmingham Pullman PCC's.

BILL CORBEN, 15307 White, Grandview, Missouri, buys, trades steam negs., size 116 or larger, all US rrs.

LOUIS COTNOIR, 66 Capital St., New Bedford, Mass., wants 35mm color slides, color movies, color pix of Union St. Ry., New Bedford.

JIM CUNNINGHAM, 185 W. Brentwood, Detroit, Mich., buys orig. steam negs., size 116 or larger.

OWEN DAVIES, 1214 N. LaSalle St., Chicago, Ill., sells rr. books, mags., much railroadiana, and Hubbard's new book, "Great Days of Circus." Big list 10¢.

FRANK DELARM, 25 Longmont St., Providence, R.I., sells Old Colony bonds and stock certificates. (SAS)

R. G. DESCHENES, 1024 King St. E., Hamilton, Ont., Canada, sells 3½x6, 8x10 CNR, CPR stream pix. Buys negs. of same. List, sample 10¢.

TERRY DURKIN, 1521 W. Camino del Rio, San Diego, Calif., trades switch keys, Cornwall RR, PE, NH, etc.

NORM FISHER, Box 69, Woodfibre, B.C., Canada, is selling collection of orig. steam negs., size 116. (SAS)

FRED FOX, 333 Enxing Ave., W. Carrollton, O., wants info., catalogs, pix, drawings, specs., manuals of fireless locos of Lima, Porter, Heisler, Davenport.

HOWARD FOX, 7 Ridge Ave., Lebanon, Pa., buys Reading pix, 35mm slides.

BARRY FRANKLIN, 15214½ Dickens St., Sherman Oaks, Calif., sells transfers from LA, San Diego, San Francisco, Kansas City, Phila., Toronto, Vancouver. (SAS)

WARREN FRYE, 518 E. College St., Griffin, Ga., wants drawings, pix, info. on Ferrocarril de Tacubaya's 4-0-4 "Susana," built '97 by Baldwin, C/N 15241.

SAM GALBREATH, 400 Burnside Ave., Norristown, Pa., sells Rdg. steam fantrip taps recordings. (SAS)

RANDY GARNHART, German Valley, Ill., desires p.c. size pix Midwest stream, esp. IC, CGW, C&IM, CB&Q. Will trade DM&IR Baldwin bldr. plate for IC Lima plate.

BILL GAWTHROP, 197 Camden Ave., Buckhannon, W. Va., wants any size steam pix B&O and WM.

JOHN GOHMANN, 241 25th St. Dr., S.E., Cedar Rapids, Ia., sells all size b&w pix, duplicate color slides, many rrs. (SAS)

AL GORNEY, 620 Plant St., Utica, N.Y., wants 35mm color slides NYC 1808, jade green; NYC FM, BLHW, EMD frt. diesels with Nos. visible.

STEVEN GRAY, 2105 Guyer St., High Point, N.C., seeks steam negs. and blueprints; tts., lamps, bells, switch keys, whistles, bldr. plates.

TOM GRAY, 956 Madrid St., San Francisco, Calif., sells size 616 negs. SP, shortlines, steam, diesel; list free.

ROBIN HAAS, 123 S. Westgate Ave., Los Angeles, Calif., trades rule bks., emp. tts., train orders, etc., good cond.

GRAHAME HARDY, Box 622, Carson City, Nev., buys and sells much railroadiana, incl. mags., new and 2nd-hand bks., annual reports. Big list 10¢.

TOM HARPER, 6066 Reinhart, Philadelphia, Pa., will buy color slides of (recently-burned) B&O station, 24th St., Phila., or offers in trade Pennsy, B&O or Rdg. diesels, PTC, P&W.

GEO. HARRIS, 824 Moncton Ave., Winnipeg, Canada, sells size 116 negs., mostly steam Midwest US; few Canadian and US trolleys. Lists.

CRISS HARTZELL, 130 S. Prospect Ave., Clarendon Hills, Ill., sell CB&Q headlight or trade for PRR keystone or K4s bldr. plate or Lima M1 plate.


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HAROLD HARVEY, 409 4th N., Fargo, N.D., desires info. and pix on north Mich. logging rrs., esp. Boyne City, Gaylord & Alpena.

GIL HULIN, 370 16th St. W., Eugene, Ore., wants teen-age pen pals interested in rail lore, esp. pass. cars.

JOE HEYMANN, Box 91, Merrick, N.Y., will sell back issues Railroad Magazine '43-'62 or trade for US coins. (SAS)

R. W. JENNINGS, 13 Cliff Ave., Scituate, Mass., sells size 616 steam negs. (SAS) Trades size 616 diesel negs. B&B, NYC, NH, MTA.

JIM JOHNSON, 519 S. Prospect, Wheaton, Ill., sells CA&E tkts., emp. tts.; list free.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y., sells back issues Railroad Magazine, Trains, Mdl. RRer, RMC, Mdl. Bldr., HO Monthly, others. (SAS)

RICK JOWERS, 3967 Arden Way N.E., Atlanta, Ga., will sells collection sizes 616, 120 diesel negs. Trades, sells, buys size 616 steam negs.

RAY KLEIN, Co. F, 1SB. Ft. Benning, Ga., wants CG tts., emp. tts., tr. orders, negs. of steam, rule bks., rosters, etc.

ALLEN KLEINBECK, 415 Belt Ave., St. Louis, Mo., selling collection of 200 rr. passes; list free.

H. M. KNIFFEN, Box 756, Poughquag, N.Y., sells p.c., sizes 5x7, 8x10 pix locos, cars, other views. List 10¢.

JOHN LARUE, Jr., Oakwood Dr., Medford, N.J., sells pix of work cars. (SAS)

OWEN LEANDER, 127 Wildwood, Elk Grove Village, Ill., wants any size pix, slides, info. on Milw. locos, esp. streamlined steam. Buys, trades diesel pix.

BOB LEHN, 2800 Geraldine Dr., Cincinnati, O., seeks rr. lanterns, badges of CH&M, O&M, B&O.

ELVIN LIQUE, 917 N. 3rd Ave., Wausau, Wis., wants p.c. size, 35mm color slides of CB&Q 4-8-4's, esp. 5632, also SD-24, GP20, GP30, GE U25B.

H. G. MACDONALD, Box 116, West Point, Ky., wants pix of last day of steam at Cape May on PRSL, esp. PRR 645.

GLENN MADER, 805 Neck St., San Angelo, Tex., will sell 11 colored pix locos, 6x8½, mounted. (SAS)

RAY MAGEE, Box 744, Dequincy, La., buys bldrs. plates of MP, PRR, KCS, pentagonal Baldwin; also NP steam loco headlight.

HYMAN MANDEL, 933 Wilder Ave., Montreal, Canada, wants size 616 pix CPR steam locos, esp. 2000, 2100 series.

Mrs. IRVIN MEHRHOLZ, 1457 W. Forest Ave., Decator, Ill., wants old tts., esp. one listing station at Lushbaugh (which is her maiden name).

E. E. MILLER, P.O. Box 357, Jersey Shore, Pa. will sell Morse teleg. recorder over 100 yrs. old, good working cond.; make offer.

SINICHI MIYAZAKI, Ohno, Inaba-cho, Inaba-gun, Gifu-ken, Japan, sells Japanese 35mm color slides, mostly MU cars.

MIKE MOAK, 1414 Bucknell Rd., Wilmington, Dela., wants any pix, info., bks., tts., emp. tts., on B&O, PRR, NYC. Send list in 1st letter.

L. D. MOORE, Jr., 2102 Parker Ave., Portsmouth, Va., will trade CERA Bull. 80 toward Bull. 100. Will buy Interurban Spcl., Arkansas Valley.

STEVE MUMLEY, Box 443, Alburgh, Vt., wants pix Rut. diesels, any size. Sells New Eng. diesel pix. (SAS)

A/1C CARL MUNCK, Bldg. 143, Apt. 1, Camp Kilmer, Edison, N.J., sells D&D pix, size 116 p.c.; list free. Buys and size D&H negs.

CHAS. MURPHY, 1005 N. Del Valle Ave., La Puente, Calif., will buy "Duties of Roadmaster" and other publications on that topic.

JOHN NELSEN is now in military service; his photos are in cold storage.

DAVE NESTLE, 81 Hill St., Greenwich, N.Y., sells large selections of railroadiana. Big list 8¢.

CHESTER NICOLAY, 204 McKinney, Loveland, O., seeks steam bldrs., tender plates, keys, locks, etc.

DAVE ODEN, 8931 S. 79th St., Rte. 1, Franklin, Wis., sells color, b&w pix CNS&M, CTA, IC elec., CSS&SB. List, sample 15¢.

JIM O'DONNELL, 121 Arthur St., Truro, N.S., Canada, wants pen pals interested in Canadian railways. Trades pix CNR, CPR, DA, S&L.

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MERLIN OLIVE, 1016 3rd St. W., Willmar, Minn., buy, sells, trades pix, negs., any size. Wants to hear from steam fans anywhere.

JOHN PARKER, Rte. 11, Box 106G, Aiken, S.C., sells pix of steam, diesels, trolleys. Sells slides and negs. on approval, also trades. Lists 10¢ each.

TOM PEEBLES, Box 291, Antigonish, N.S., Canada, sells size 616 steam negs. from various rrs.

DOUG PHILLIPS, Box 68, Unionville, Ont., Canada, sells, trades 35mm color slides, mostly steam.

JAY POTTER, 26 Ridgecrest Rd., Wheeling, W. Va., wants to hear from anyone who photographs along B&O mainline.

HERNDON PRICE, 204 Chambers Ave., Georgetown, Ky., desires girl pen pal (what age?) interested in modern railroading.

DON PROVENCHER, 8 Hamlin Ave., Gorham, N.H., sells railroadiana, incl. flags, lanters, flares, torpedoes.

JOE QUINN, Box 1044, Tillson, N.Y., sells sizes 116, 3¼x4¼, p.c. steam negs. on approval, no list.

Mrs. JOHN RAMSEY, R.D. 3, Norwich, N.Y., seeks missing son William, age 40, last known working on ATSF in 1952.

TREVOR RANKIN, Gilligan St., Palmerston, Otago, South Island, New Zealand, wants U.S. and Canadian steam pen pals. Answers all mail.

WM. RAPP, Jr., Crete, Neb., writing history of coal chutes, needs data on size, designer, detail pix, any rr.

BOB RATHKE, 56 Woessner Ave., Pittsburgh, Pa., will trade 1" PRR keystone printer's cut for any size cut of B&O herald.

DAVE READ, 1709 4th Ave. S., Columbus, Miss., wants emp. tts. of PRR Delmarva Div., pix, info. on M&P and any steam locos in Md. or Dela. Trades, sells trains orders.

FRANK REILLY, Co. B, 54th Inf., APO 176, New York City, sells "Railroadtown USA" souvenir 50¢ coin, 75¢. Send 5¢ stamp for list US, German locos. (He's in Heilbronn, Germany.)

DAVE REPETSKY, 3430 Tyler N.E., Minneapolis, Minn., sell size 120, 35mm b&w, color pix of GN scrap steam convoy to Superior.

JEFF ROOT, 937 Liberty Ave., El Cerrito, Calif., sells re-issue of SP special notices and circulars '54-'55, good cond.

FRED ROWLEY, 28 Spencer Ct., Spencer Rd., London SW 20, England, sells Eng. rr. bks., mags., steam postcard pix. Send international postal reply coupon for list.

PAUL SCHUETT, 180 Academy Dr., Newbury Park, Calif., wants emp. tts., slides, rule bks., passes, etc., also technical data on traction.

STAN SCHWEDLER, 1511 E. Cypress St., Phoenix, Ariz., buys any size pix, slides D&RGW n.g. Nos. 345, 360, 361, 375.

HAROLD SHARP, P.O. 8025, Chattanooga, Tenn., wants any size pix, 35mm slides, Sou. Ry. steam.

A. V. SHECKLER, Earle Hotel, Louisville, Ky., will sell slides, projector, screen, etc. (SAS)


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H. E. STEINBERG, 606 Orr St., Chattanooga, Tenn., wants pen pals interested in transit companies, US and abroad.

MIKE STERNFELD, 26-11 York St., Fair Lawn, N.J., trades E-L emp. tts., for TH&B, C&EI, CNS&M, Monon. (SAS)

FRED STOES, 1601 Harper St., Santa Cruz, Calif., sells pc. size action steam photos SP, WP, YV, Santa Fe, D&RG, others. List 10¢

AL STOKES, 3958 S. Hill St., Los Angeles, Calif., wants any size steam pix, all rrs.

WARREN STOWMAN, 2011 W. Godfrey Ave., Philadelphia, Pa., will buy or trade for any size pix Rdg. 1397, class B-8b.

PAUL TOMOSKY, 147 Baldwin St., Johnson City, N.Y., will trades NYO&W lanterns and utility pole plates for railroadiana. (SAS)

L. S. TWOMBLY, 44 Oliver St., Watertown, Mass., wants all time loco rosters Term. RR. Asso. of St. L. and Ford Motor Co., Detroit. Answers all mail.

BOB VERISEL, 1315 Worley Ave., N.W., Canton, O., wants pix, postcards of steam locos in storage and scrap lines.

AVERY von BLON, Jr., Box 6422, BU Sta., Waco, Texas, seeks info. on all railroaders named Von Blon, also rr. wreck at Lima, O., which killed one of them June 7, 1905. Also wants to hear from anyone who knew his father, Henry von Blon, boomer switchman in Indiana and Texas, 1912-'13. Will sell Harry Bedwell bk., "The Boomer"; make offer.

JIM WADE, 339 Calhoun Ave., Greenwood, S.C., wants any size pix L&N steam Nos. 1464, 1467, 1468, 1470, 1470, 1472-1474, 1476, 1481, 1485-1488.

Miss VIVIAN WAGNER, 4611 N. Broadway, Chicago, Ill., buys, trades souvenir decks rr. playing cards.

A. R. WARD, 71 Chadwick, St., Paterson, N.J., sells size 3½x5 steam pix, Erie, PRR, CNJ, DL&W, Rdg., etc., 5 for $1. No list; state wants. (SAS)

C. R. WATERMAN, 931 Burton St., S.E., Grand Rapids, Mich., wants pix PM engine term., stations, GR&I, PRR Grand Rapids to Mackinaw City.

E. A. WEBB, Box 42, Logansport, Ind., sells jumbo size pix steam. diesel, NYC, D&M, WAB, etc. List, sample 25¢.

CURT WIEBE, 1046 W. 6th St., Santa Ana, Calif., desires teen-age pen pals. Has size 120 diesel, steam, frt.-car pix to sell or trade.

S. H. WILLIAMSON, 344 3 St., Pitcairn, Pa., wants pix Cambria Steel Co. Nos. 35 and 36 (Bal., 13).

BILL WOELFER, 149 S. Eastland Dr., Lancaster, Pa., buys orig. slides steam, also IT, N&W, GN, VGN elecs. or trades PRR, NYC elecs.

DICK YATES, 61 Whitmore St., Hartford Conn., wants info., pix on B&M Ashuelot Br., CV West River Br. Answers all mail.

WALLY YOUNG, 3053 Admirals Rd., Victoria, B.C., Canada, sells size 3½x5 Portland Tract. pix, transfer, reprinted tts., info.

STEVE ZAWACKI, 19366 Fenelon Ave., Detroit, Mich., sells p.c. size trolley pix. (SAS)

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J. M. KAK, Jr., 3250 N. Normandy Ave., Chicago, Ill., will buy Mdl. Trains bound vols. 10-13. List of other wants for SAS.

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GEO. JANES, 2335 35 Ave., San Francisco, Calif., wants old elec. trains catalogs, other railroadiana.

DAVE, JENKS, 112 Military St., Georgetown, Ky., will trade or sell Lionel 027 layout. (SAS)

CASE KOWAL, 6615 S. Bell Ave., Chicago, Ill., will sell Lobaugh 50' O gage scale flatcar kits.

JOE STAUBER, 709 W. Arnold, Marshfield, Wis., will sell Lionel O gage scale Hudson, good cond.; Tenshodo HO 2-10-4 other items.

JIM STORER, 69 Pleasant St., Lexington, Mass., buys elec. trains over 20 yrs. old any size or cond.

JIM TANDY, Box 35, Carrollton, Ken., wants Ll. Nos. 38 water tower, 43 motorboat, 47 crossing gage, 128 station.

HORACE THORNE, 232 Vista dela Cumbre, Santa Barbara, Calif., will sell O gage scale auto cars, tank cars, caboose; C&O locos, pass., frt. car diagrams.

GRAY TUTTLE, Rte. 3, Kernersville, N.C., wants Li., AF catalogs before '48, B&O steam photos, used outdoor equip. 7¼" to 15" gage. Will trade for or buy Jap. brass locos.

BOB VERISEL, 1315 Worley Ave., N.W., Canton, O., seeks dummy plastic HO steam locos. ●


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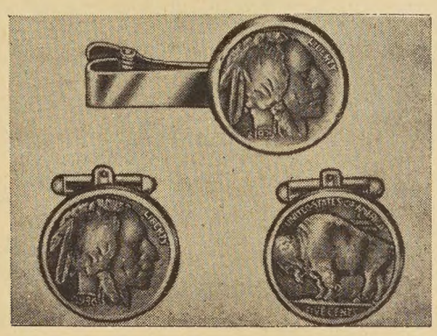

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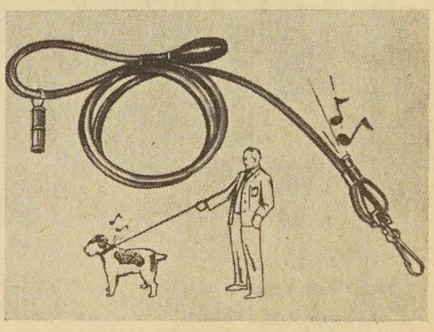

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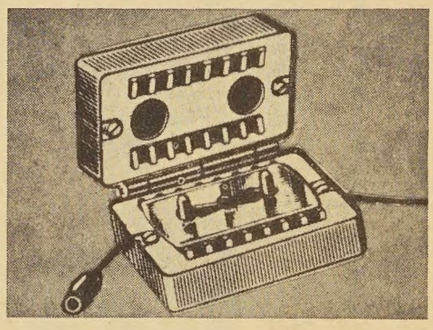

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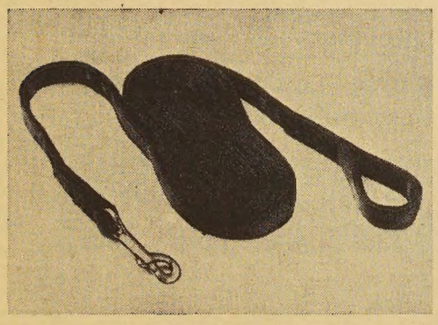

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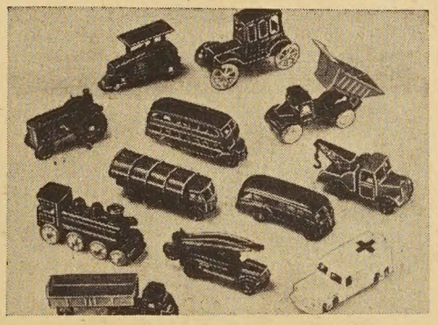

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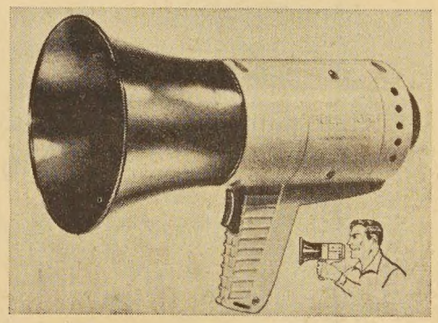

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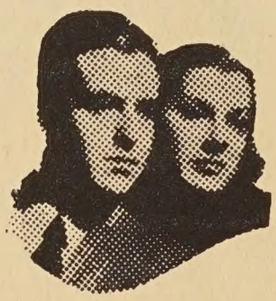

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- Today's cures for abnormal cases
- Cures for oversexed, undersexed
- Sex advice for all ages
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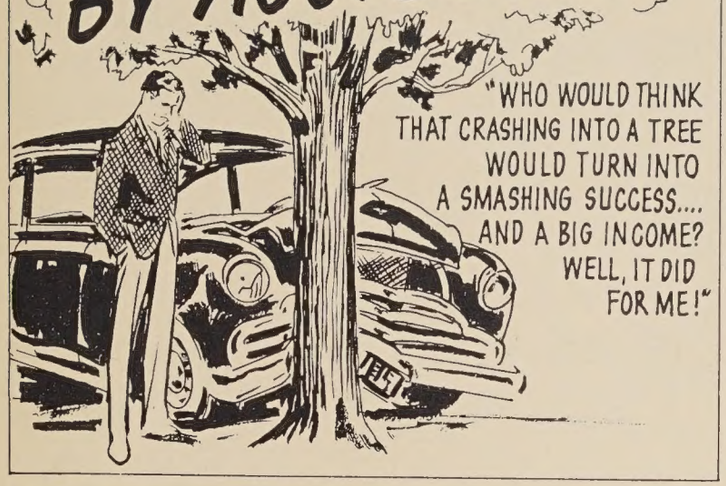


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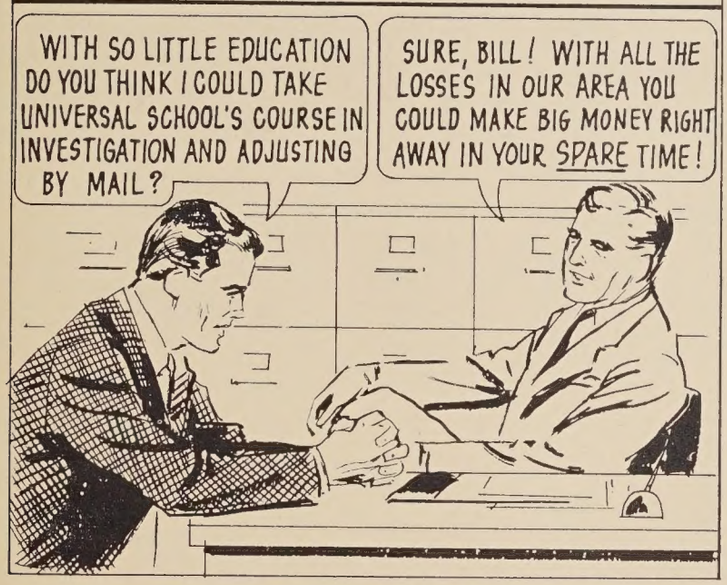
JOHN, I WANT TO PUT IN A CLAIM FOR A COLLISION LOSS TO MY CAR.
OKAY, BILL, BUT THE INSURANCE INVESTIGATOR WON'T BE IN THIS AREA FOR TWO WEEKS.

THAT MADE ME THINK. I HAD READ ABOUT UNIVERSAL SCHOOL'S TRY-IT PLAN. THE NEXT TIME I SAW JOHN...."


WITH SO LITTLE EDUCATION DO YOU THINK I COULD TAKE UNIVERSAL SCHOOL'S COURSE IN INVESTIGATION AND ADJUSTING BY MAIL?
SURE, BILL! WITH ALL THE LOSSES IN OUR AREA YOU COULD MAKE BIG MONEY RIGHT AWAY IN YOUR SPARE TIME!

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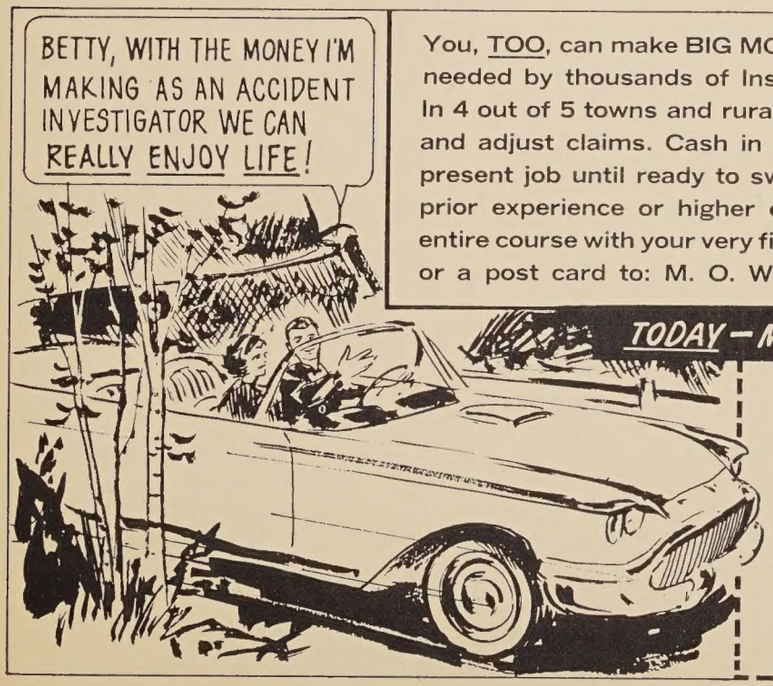
O.K. BILL. YOU CERTAINLY GIVE THE PEOPLE FAST SERVICE.

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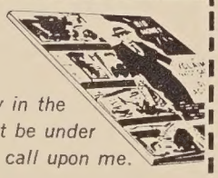

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